



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

*** *** ***



AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area 366-0123

DYNAMIC SCIENCE, INC.
In-Depth Accident Investigation

DSI

Contract DTNH22-94-D-27058

Case DSI-94-SB-08

1994

DISCLAIMERS

This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no responsibility for the contents or use thereof.

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the National Highway Traffic Safety Administration.

The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

TECHNICAL SUMMARY

CONTRACTOR: Dynamic Science, Inc.
CONTRACT NUMBER: DTNH22-94-D-27058
CASE NUMBER: Case DSI-94-SB-08

About 1520 hours, on 1994, a privately operated school bus was transporting approximately 30 children on its regular post-school route. The bus, a 1987 forward control coach, was being driven eastbound on a two-lane residential roadway by a 74 year old male.

The school bus driver stopped the bus at the case subject's regular stop near a driveway and the case subject, a 12 year old female passenger, disembarked from the front door. As the case subject, departed the bus, the waist restraint portion of her canvas back pack became entangled in the support bracket which secures the metal handrail in the bus' stepwell. When both of the subject's feet were on the ground, the bus driver closed the door and began accelerating. The case subject was pulled off her feet. She was dragged 3.0 to 4.6 m (10 to 15 ft). The strap broke at this point and the case subject fell to the ground in the path of the right rear dual tires and was run over. The driver of the bus stopped when he felt a bump.

The case subject was transported from the scene by fire department medics. She was pronounced dead at 1805 hours. She sustained massive crushing in the pelvic and abdominal area causing internal bleeding.

This research was supported by the National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation, under contract number DTNH22-94-D-27058. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the NHTSA.

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**DYNAMIC SCIENCE, INC.
ACCIDENT INVESTIGATION
CASE NUMBER: DSI-94-SB-08**

BEST AVAILABLE

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Abbreviations Used In Scene And Photographic Documentation

ft	Feet
in	Inches
AIS	Abbreviated Injury Scale
BLF	Begin Left Front
BLR	Begin Left Rear
BRF	Begin Right Front
BRR	Begin Right Rear
CBE	Cab Behind Engine
CCW	Counterclockwise
CDC	Collision Deformation Classification
CG	Center of Gravity
CM	Centimeter
COE	Cab Over Engine
CW	Clockwise
E, EB	East, Eastbound
ELF	End Left Front
ELR	End Left Rear
ERF	End Right Front
ERR	End Right Rear
FRP	Final Rest Position
I	Interstate Highway
IP	Intermediate Point
KG	Kilogram
KPH	Kilometers Per Hour
LF	Left Front
LR	Left Rear
M	Meter
N, NB	North, Northbound
NE	Northeast
NW	Northwest
PDOF	Principal Direction of Force
POI	Point of Impact
R	Radius of Curvature
RF	Right Front
RL	Reference Line
RP	Reference Point
RR	Right Rear
S, SB	South, Southbound
SE	Southeast
SW	Southwest
T	Time or Elapsed Time (in seconds)
V1	Vehicle Number 1
W, WB	West, Westbound

Dynamic Science, Inc.
In-Depth Investigation
Case Number: DSI-94-SB-08

ACCIDENT DATA:

Location:

Area/Type: Urban/Residential

Date/Time: Spring/Afternoon

Accident Type: School Bus/Pedestrian

Injury Severity:

Vehicle 1: Driver, not injured

Pedestrian: Dragged subject, AIS-4
(Case Subject)

AMBIENCE:

Viewing Conditions: No view restrictions

Cloud Cover: Clear

Precipitation: None

Temperature: 31 to 14° C (87 to 57° F) NWS-

Road Surface: Dry

ROADWAY:

VEHICLE 1

Type: 2-lane, undivided
Width: 5.9 m (19.5 ft)
Traffic Density: Light
Median: None
Edge: Raised curb
Surface: Asphalt
Reported Defects: None
Co-efficient of Friction (est.): 0.80 estimated
Vertical Alignment: Slight negative grade
Horizontal Alignment: Straight

Dynamic Science, Inc.
In-Depth Investigation
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Traffic Controls:

VEHICLE 1

Signals:	None
Signs:	None
Speed Limit:	40 KPH (25 MPH)
Markings:	None

Dynamic Science, Inc.
In-Depth Investigation
Case Number: DSI-94-SB-08

VEHICLES:

VEHICLE 1

Description:	1987 Bluebird Forward Control Bus / International 1853 4x2 DSL FBC
Odometer:	150,311 Km (93,399 Miles)
Engine:	Navistar 551 CID Diesel
Vehicle Modifications:	None
Tire Condition:	Right rear low tread - per police inspection
Manual Restraints:	Lap restraint (driver's seat)
Automatic Restraints:	None
Reported Defects:	None
Cargo:	None
Windshield Damage:	None
Fleet:	Private school
Tow Status:	Not towed

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In-Depth Investigation
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VEHICLE DAMAGE:

VEHICLE 1

Object Struck: Pedestrian
Event Number: 01
CDC: 12RBLU2 (right side enter, contacting the right rear dual tires)
Maximum Crush: No residual deformation (point defined)

VEHICLE VELOCITY ESTIMATES:

VEHICLE 1

Impact Speed: 13 KPH (9 MPH)
(estimated)
Total Delta V: NA
Longitudinal Delta V: NA
Lateral Delta V: NA
Energy Dissipation: NA

Calculations based upon a total of five time and distance tests performed by the local police investigators. Time was obtained by observing a student exit the bus and observing the bus reaching that location with its right rear duals. Distance was taken from the rear edge of the door to the center of the rear axle.

Formula Used: distance / time (average of five times taken)
Substituting: 17 / 1.43
Results: 11.89 fps = 13.0 KPH (8.11 MPH)

COLLISION SEQUENCE:

Pre-Event:

This school bus incident occurred in the afternoon hours of a spring weekday on a two-lane, undivided roadway in

The weather was clear, the road surface was dry and free of defects. The temperature was estimated to be between 31 and 14° C (87 and 57° F). The posted speed limit is 40 km/h (25 MPH). The traffic density at the time of the incident was light.

The roadway is a two-lane, east/west, asphalt roadway with curbed edges. The roadway is straight with a slight negative grade for eastbound traffic. The unmarked roadway measures 5.9 m (19.5 ft) in width and has an estimated coefficient of friction of 0.80.

The bus involved in this incident was a 1987 Bluebird Forward Control Bus / International 1853 4x2. The body of the bus was painted National Chrome yellow. The VIN was 1HVLPHXNXHAXXXXX. At the time of Dynamic Science's on-site inspection, which occurred 8 days post-event, the mileage of the school bus was 150,311 km (93,399 mi). The bus was equipped with an automatic transmission and a Navistar 551 CID diesel engine.

Since the incident, the school bus had its bumper repainted and its number had been changed from #8 to a #6.

The school bus has a three step entrance/exit to and including the floor of the bus. There is a passenger grab rail on the right side of the step well as one exits the coach. The grab rail is constructed of 2.5 cm (1 in.) tubular stainless steel. The grab rail is positioned at a 45 degree angle downward from the top of the stairwell for approximately 52 cm (20.5 in.), with approximately an 8 cm (3.0 in.) clearance from the upper seatback, then a 90 degree angle downward for 31 cm (12.25 in.) to the passenger floorboard, where a mounting bracket is located. The grab rail is approximately 17 cm (6.5 in.) long from the mounting bracket to the end of the rail, where it is secured to the stairwell. The grab rail's distance narrows between it and its mounting as it approaches the door exit. Upon reaching the mounting bracket located 61 cm (24.0 in.) up from the bottom step there is a distance of approximately 3 cm (1.0 in.) between the handrail and the passenger flooring. The side door measures 81 cm (32.0 in.) by 198 cm (78 in.).

The school bus was being driven east by the 74 year old driver. The driver was required to wear corrective lenses and has high blood pressure. According to the post-incident investigation, the exterior mirrors were properly adjusted and no obscurement was

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In-Depth Investigation
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found. The driver was driving his regularly assigned route and had experienced a normal trip. This was his fourth stop.

In addition to the driver, there were approximately 30 student passengers aboard the bus. The case subject, who was one of the student passengers, is a 12 year old female who is 157 cm (62 in.) in height and weighs 49 kgs (108 lbs.)

The case subject was wearing a white blouse, a green plaid uniform skirt, and black buckle shoes--size 8B. She was wearing a blue and black backpack. The backpack was designed in blue canvas with a grey leather bottom, black back, straps and shoulder pads with a blue nylon zipper pouch and zipper. It has a name of on its exterior and a label inside stating "Designed by & made exclusively for Made in The backpack is equipped with waist straps that terminate in plastic retaining clips.

As the school bus approached the case subject's driveway, the driver stopped. The manual left side stop sign was extended. The driver opened the door for the case subject. The case subject disembarked, and once her feet were on the ground, the bus driver closed the door and began to drive east.

Event: As the case subject was in the stepwell while departing the school bus, the right waist strap swung in a pendulum motion and travelled between the grab rail and the bulkhead, above the mounting bracket. The buckle was unable to pass through this opening. Due to the length of the strap she was able to exit the bus without any resistance. The bus driver closed the door and the bus began its forward motion. The case subject was pulled off her feet into the side of the bus. The strap broke and the case subject went to the ground and was run over by the right rear tires.

Post Event: The driver of the school bus indicated that he stopped the bus when he felt a "bump." A witness indicated that the driver drove another 30 m (100 ft) before stopping. The witness stopped her car and approached the case subject. She was lying face up with

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her head pointing east and her feet west. The bus driver exited his vehicle and asked that 911 be called. The witness went to a residence and the call was placed.

Emergency personnel arrived. The case subject was prepared for transportation to a medical facility. After arrival, the case subject was pronounced dead.

Kinematics:

The 12 year old case subject was wearing a blouse and a skirt, and had both her arms through the arm straps of the backpack she was wearing. The waist straps were not fastened. The right side strap slipped into the gap between the floorboard and the grab rail mounting bracket. The door of the bus closed and it began its forward motion. The case subject would have been pulled off her feet in a clockwise direction with her head facing east. There was evidence along the side of the bus that the case subject was initially pulled into the side of the bus before the strap broke and she fell to the ground where she was run over by the right rear dual tires.

Scene Clearance:

The case subject was treated at the scene and transported to a local hospital. Vehicle 1 was driven back to the school by maintenance personnel.

Safety Standards:

At the time of Dynamic Science's on-site inspection, there were no violations of Federal Motor Vehicle Safety Standards and Regulations found during the inspection of the school bus. Prior to this incident, maintenance personnel had received a 3/4" block of wood from the bus company. This was to be used to check the clearance between the mounting brackets and the handrail. All buses had been checked and had passed this inspection according to maintenance personnel. An on-scene inspection of the exterior mirrors by investigating officers determined that there was no obscurement.

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DRIVER AND OTHER OCCUPANTS:

VEHICLE 1

DRIVER

Age/Sex:	74/Male
Seated Position:	Left front
Seat Type:	Bucket
Height:	Unknown
Weight:	Unknown
Occupation:	Bus driver
Pre-existing Medical Condition:	High blood pressure
Alcohol/Drug Involvement:	None
Driving Experience:	Five years of bus driving experience at this particular school
Body Posture:	Unknown
Hand Position:	Unknown
Foot Position:	Right foot on accelerator
Restraint Usage:	Manual lap belt used
Additional Occupants:	30 students

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In-Depth Investigation
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PEDESTRIAN:

Age/Sex: 12/Female
Height: 57 cm (62 in.)
Weight: 49 kgs (108 lbs.)
Occupation: Student
Pre-existing Medical Condition: None
Alcohol/Drug Involvement: None
Body Posture: Standing with back to bus

Dynamic Science, Inc.
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INJURIES:

Vehicle 1

	<u>INJURY</u>	<u>OIC CODE</u>	<u>ICD-9</u>	<u>SOURCE</u>
DRIVER:	Not injured			

Pedestrian

	<u>INJURY</u>	<u>OIC CODE</u>	<u>ICD-9</u>	<u>SOURCE</u>
	Blunt trauma (chest)	442206.4 ¹		Tires
	Blunt trauma (pelvis)	515099.7		Tires
	Blunt trauma (abdomen)	515099.7		Tires

¹Coded as thoracic injury with hemomediastinum. This is based on the crush type injury and indications of blood communication between the chest and abdominal area.

SCHOOL BUS FIELD OF VIEW TEST

The school bus field-of-view test was conducted using orange test cylinders measuring 0.3048 m (1 ft.) high and 0.3048 m (1 ft.) in diameter. The test cylinders were positioned as depicted in Figure 1. All exterior mirrors had been repositioned prior to inspection (the bus had been repainted), but the test was conducted nonetheless.

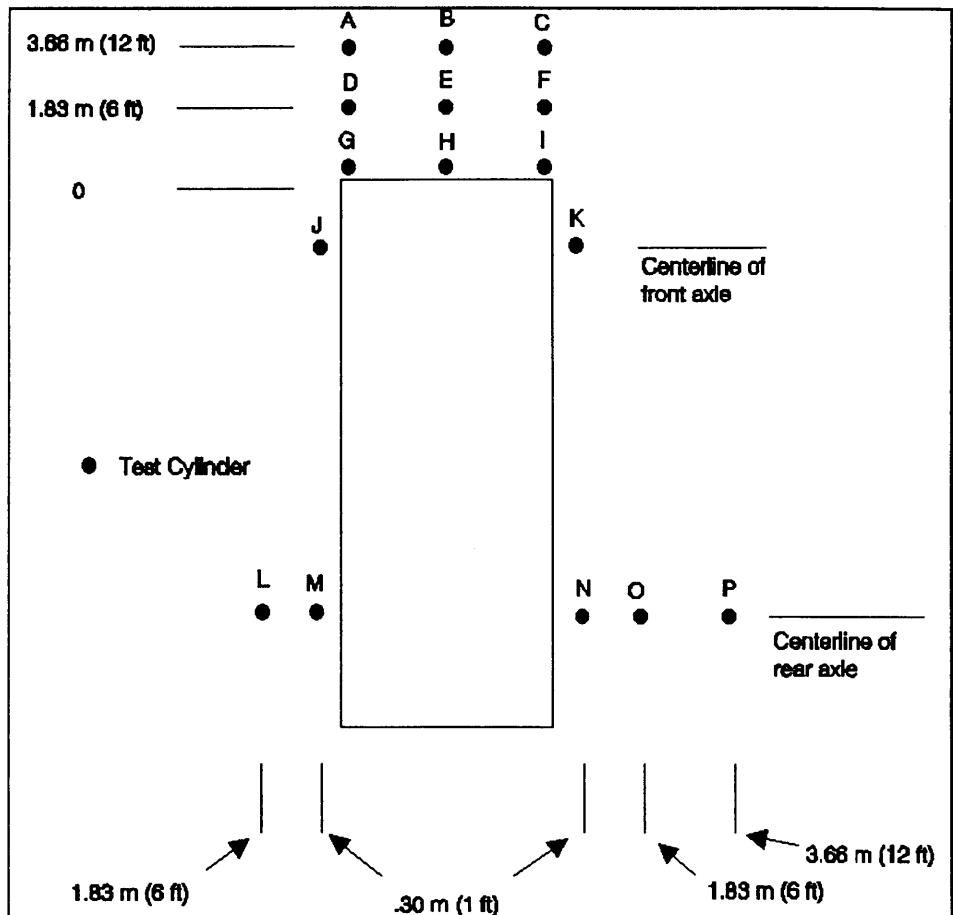


Figure 1. Location of Test Cylinders for School Bus Field-of-View Test

The following table shows which test cylinders were visible using a given mirror as seen through the camera. The shaded areas represent test cylinders which were not visible using any of the mirrors.

	W	REC_L	RNDL1	RNDL2	REC_R	RNDR1	RNDR2
A	Y			Y			
B	Y			Y			Y
C	Y						Y
D				Y			
E				Y			Y
F							Y
G							
H							
I							
J			Y				
K							
L			Y				
M		Y	Y				
N					Y	Y	
O					Y	Y	
P						Y	

W = windshield

Y = Yes

REC_L = left front rectangular

RNDL1 = left convex mirror, rear facing

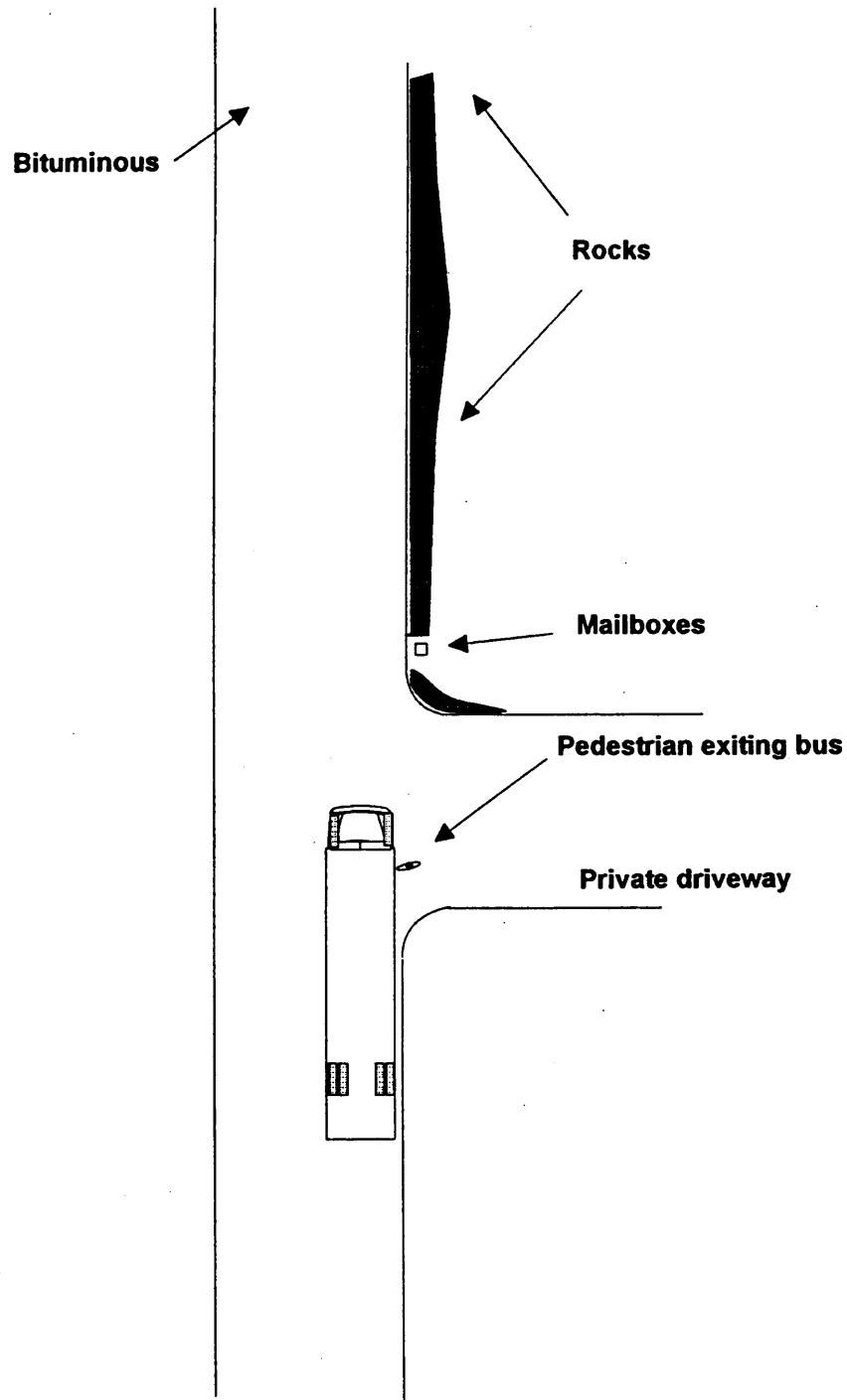
RNDL2 = left convex mirror, side facing

REC_R = right front rectangular

RNDR1 = right convex mirror, rear facing

RNDR2 = right convex mirror, side facing

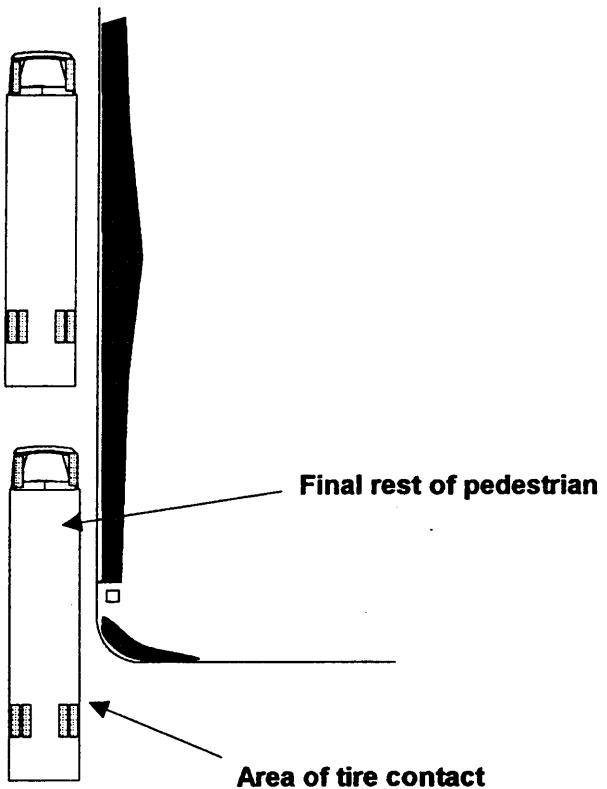
ACCIDENT SCHEMATIC



DSI-94-SB-08

←
North

Scale: 1 in. = 20 ft.



DSI-94-SB-08

←
North

Scale: 1 in. = 20 ft.

PHOTO/SLIDE INDEX

Case No. DSI-94-SB-08

PHOTO/SLIDE NO.	VEHICLE NO.	DIRECTION OF PICTURE	SUBJECT MATTER
1	1	East	Path of Vehicle 1 to student drop off point (the driveway to the right).
2	1	East	General area of impact.
3	1	East	Final rest for case subject.
4	1	West	Looking back view along path of Vehicle 1.
5-13	1	CCW	Exterior views of Vehicle 1. Note: At the time of this inspection this vehicle had been repainted and renumbered.
14	1	NA	Stepwell, handrail, and door.
15-17	1	NA	Close-up views of stepwell and handrail.
18-20	1	NA	Probable path of case subject to exit door.
21	1	NA	Close-up view of reverse side of handrail mounting bracket.
22-23	1	NA	Overview of stepwell from the case subject's view.
24	1	NA	Driver seat position.
25	1	NA	Rear seating positions.
26-37	1	NA	Field-of-view, test from driver's seat.









SB08-9



SB08-10









SB08-17



SB08-18





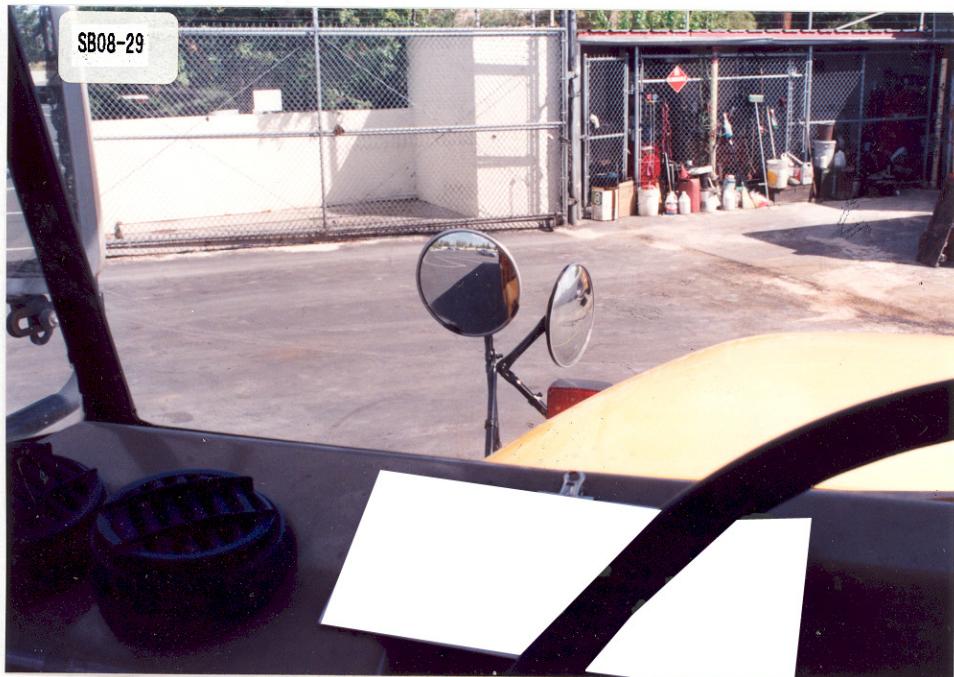








SB08-29



SB08-30





SB08-33



SB08-34







POLICE PHOTO INDEX

Case No. DSI-94-SB-08

PHOTO NO.	VEHICLE NO.	DIRECTION OF PICTURE	SUBJECT MATTER
1	1	East	Area of impact and final rest.
2	1	West	Final rest. Note: Vehicle was moved by the driver approximately 30 feet after the accident.
3	1	West	Final rest.
4	1	NA	Orienting view of bus.
5-8	1	NA	Close-up views showing scuff marks from contact with case subject.
9	1	NA	Orienting shot showing entangled strap.
10-12	1	NA	Entangled strap.
13	1	NA	Scuff marks from case subject.
14	1	NA	Overview of step well, handrail.
15-17	1	NA	Closeup views of entangled strap.
18-21	1	NA	Closeup views of strap in relation to case subject's backpack.



DSI-94-SB-08-01



DSI-94-SB-08-02



DSI-94-SB-08-03



DSI-94-SB-08-04

DSI-94-SB-08-05



DSI-94-SB-08-06



DSI-94-SB-08-07



DSI-94-SB-08-08



DSI-94-SB-08-09



DSI-94-SB-08-10





DSI-94-SB-08-13



DSI-94-SB-08-14



DSI-94-SB-08-15



DSI-94-SB-08-16

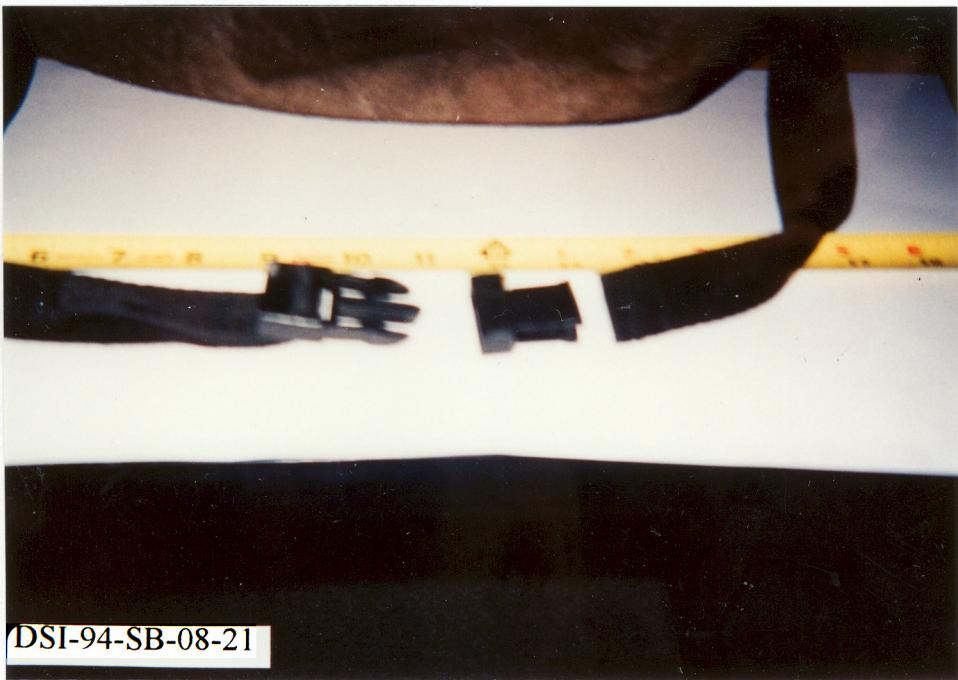


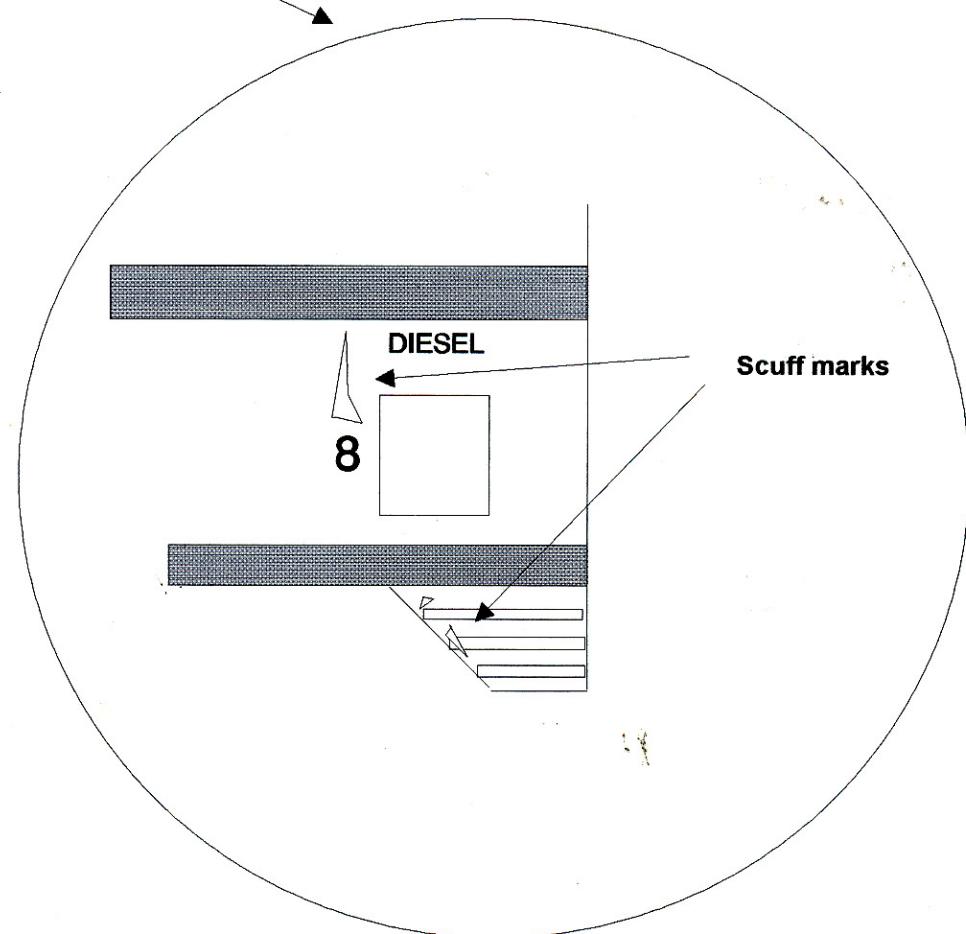
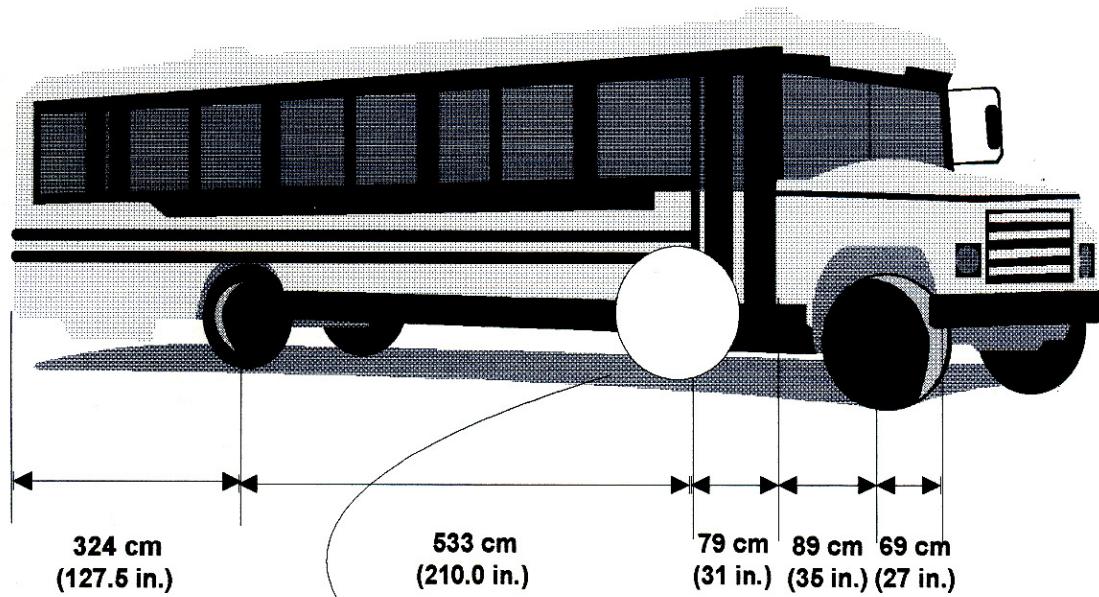


DSI-94-SB-08-10



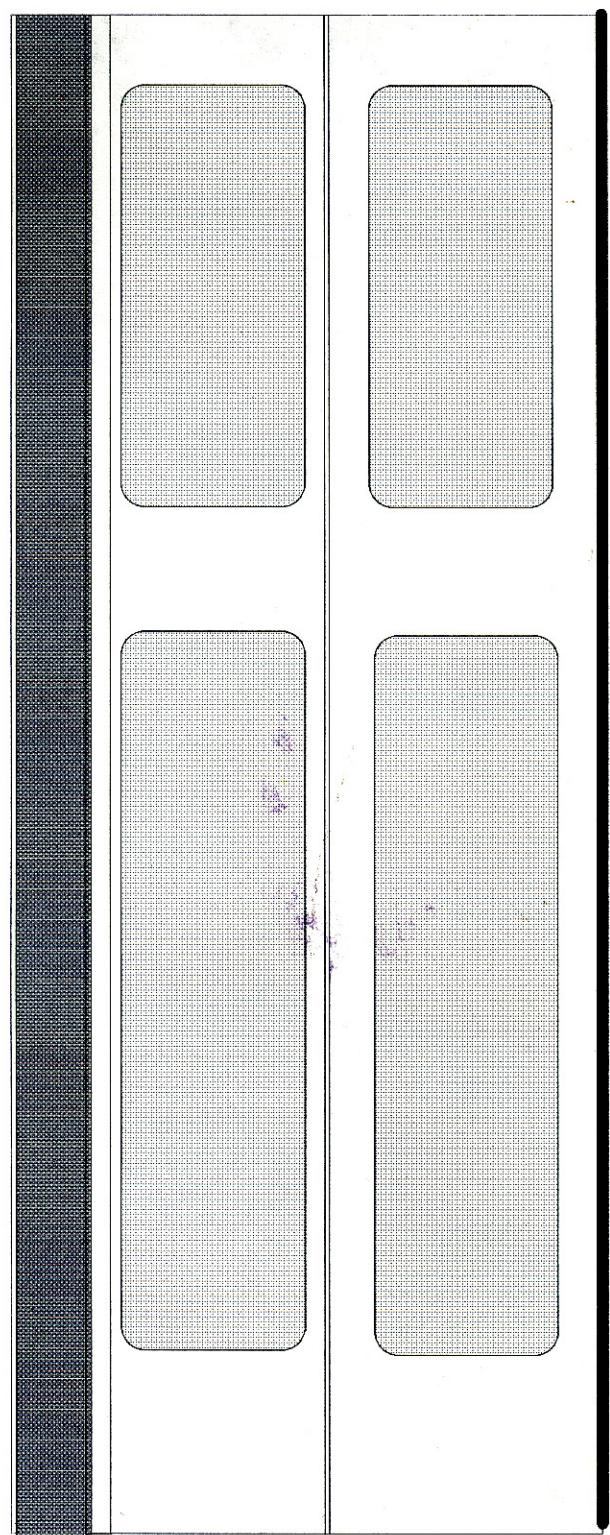
DSI-94-SB-08-20



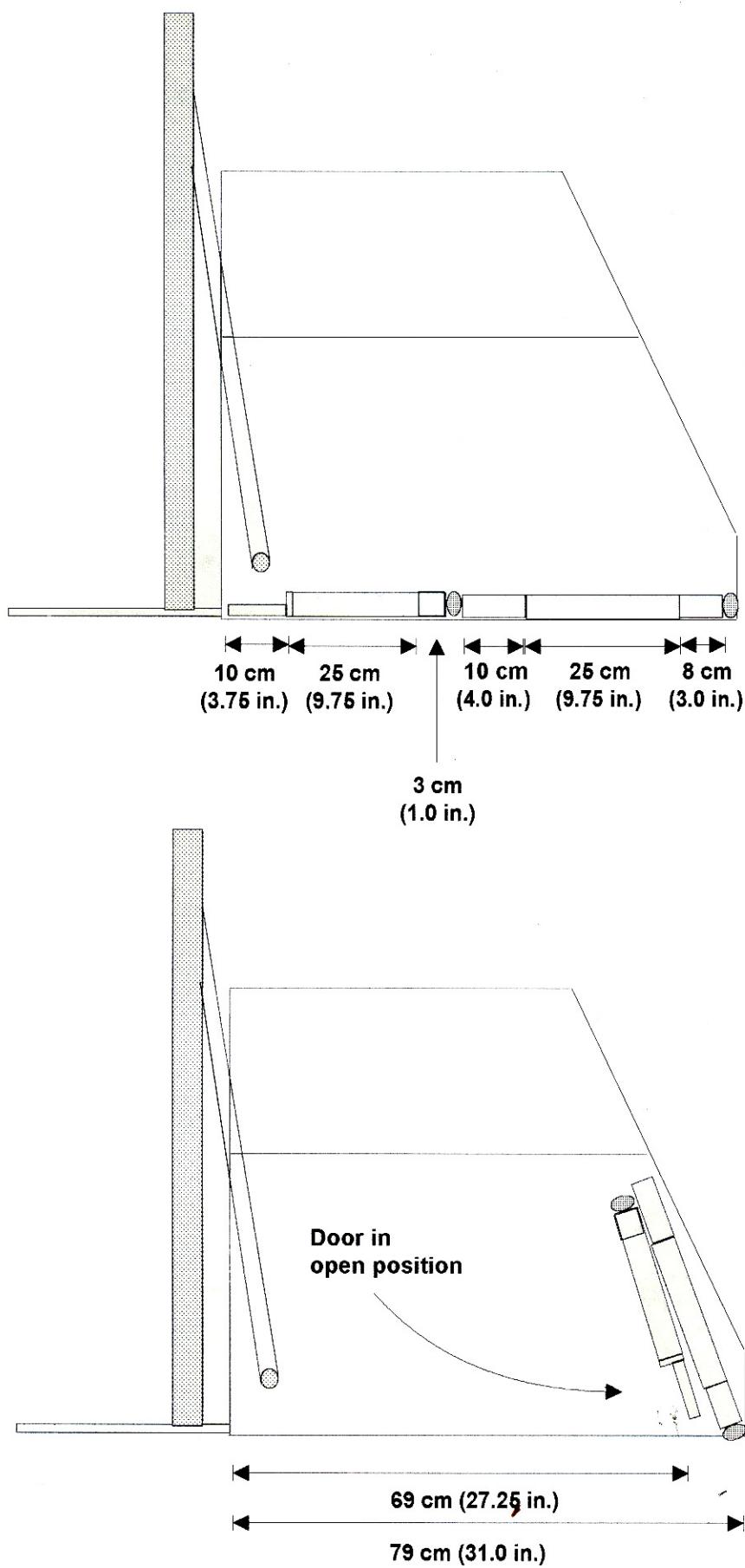


Right Front Door

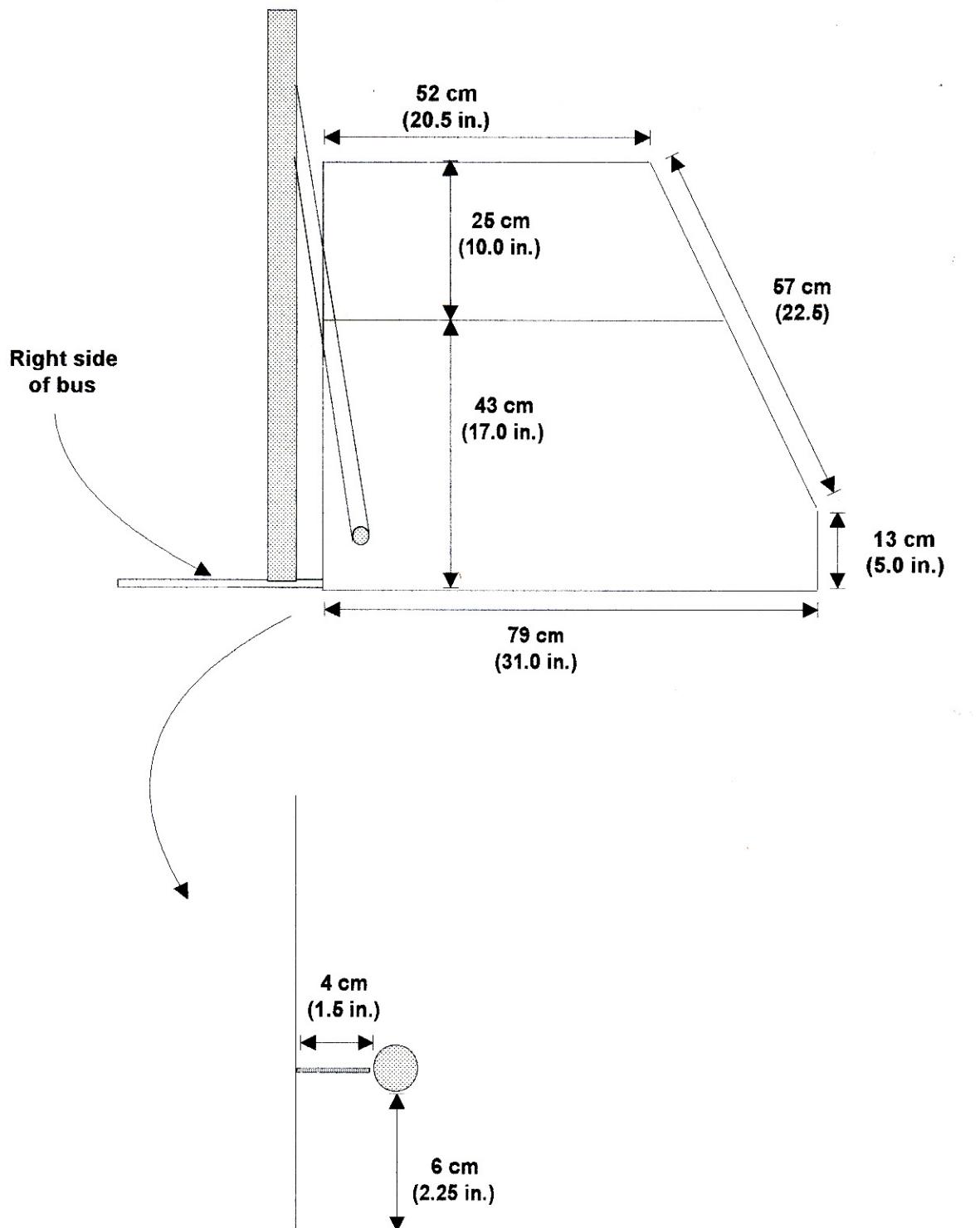
Front of bus



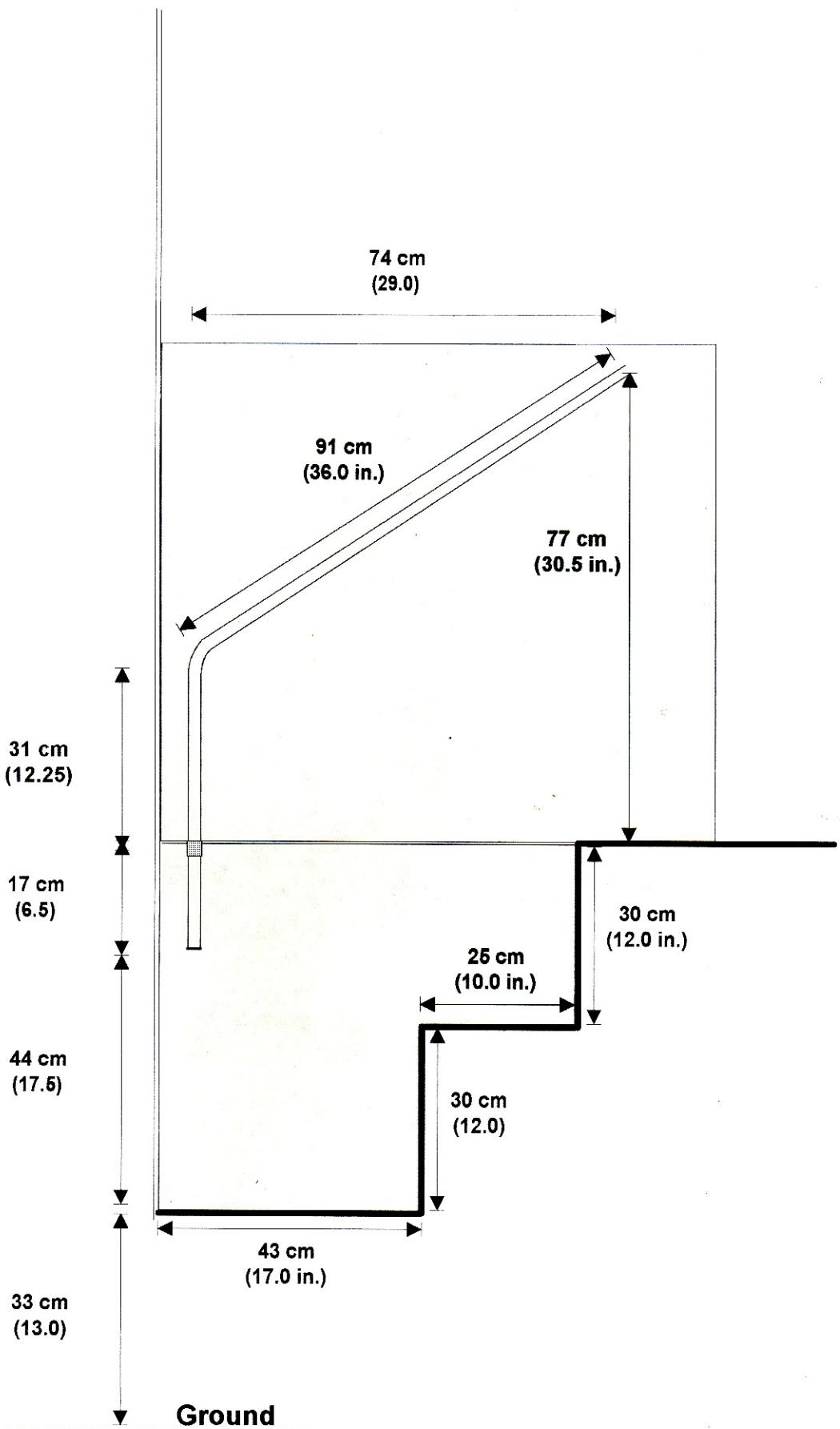
Stepwell/Door



Handrail/Stepwell



Handrail/Stepwell





DS9408 #1



DS9408 #2



DS9408 #3



DS 9409 #4



DS9408 #5



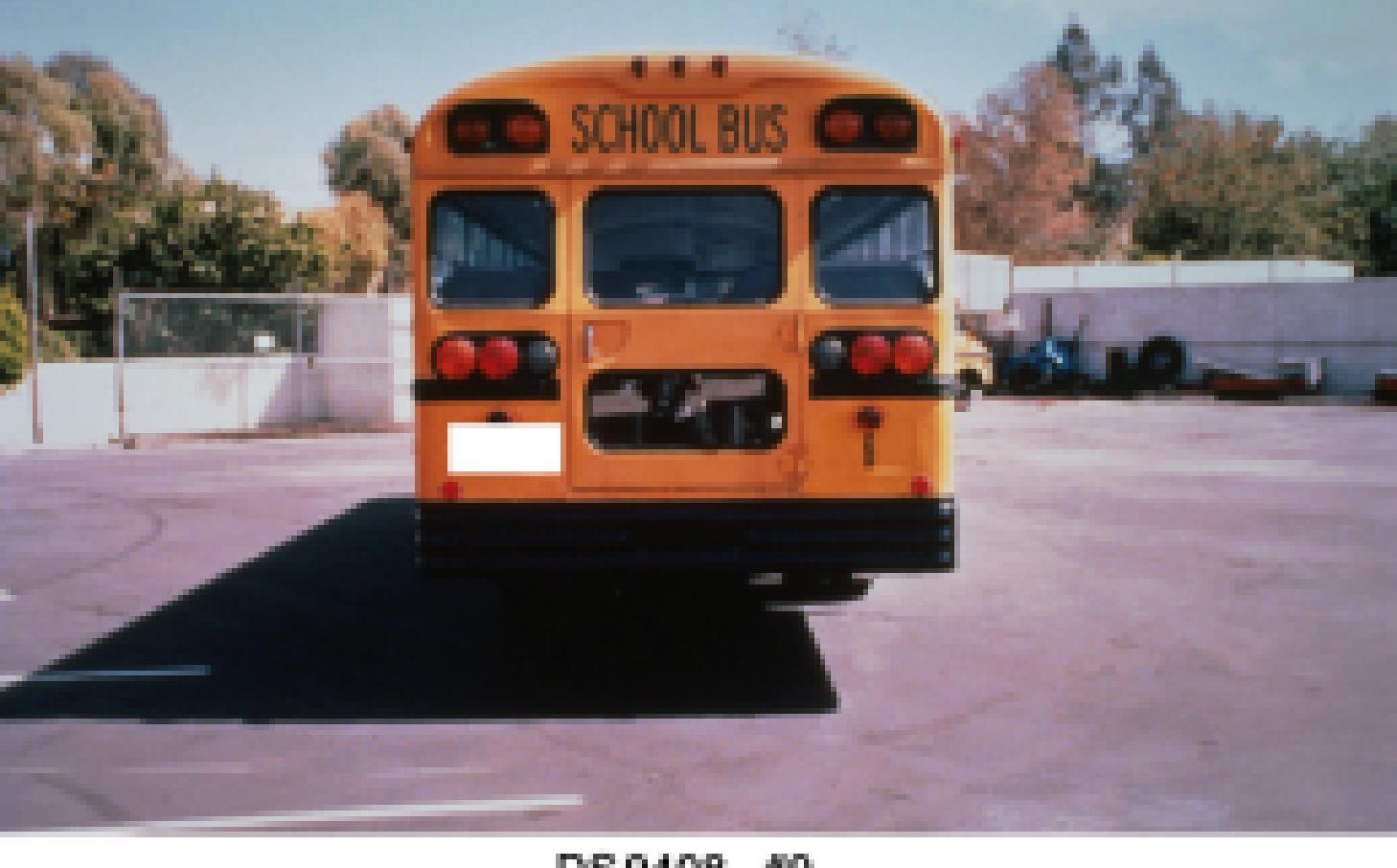
DS 9409 #6



DS9408 #7



DS9408 #8



DS 8408 #9



DS9408 #10



DS 9408 #11



DS 9408 #12



DS9408 #13



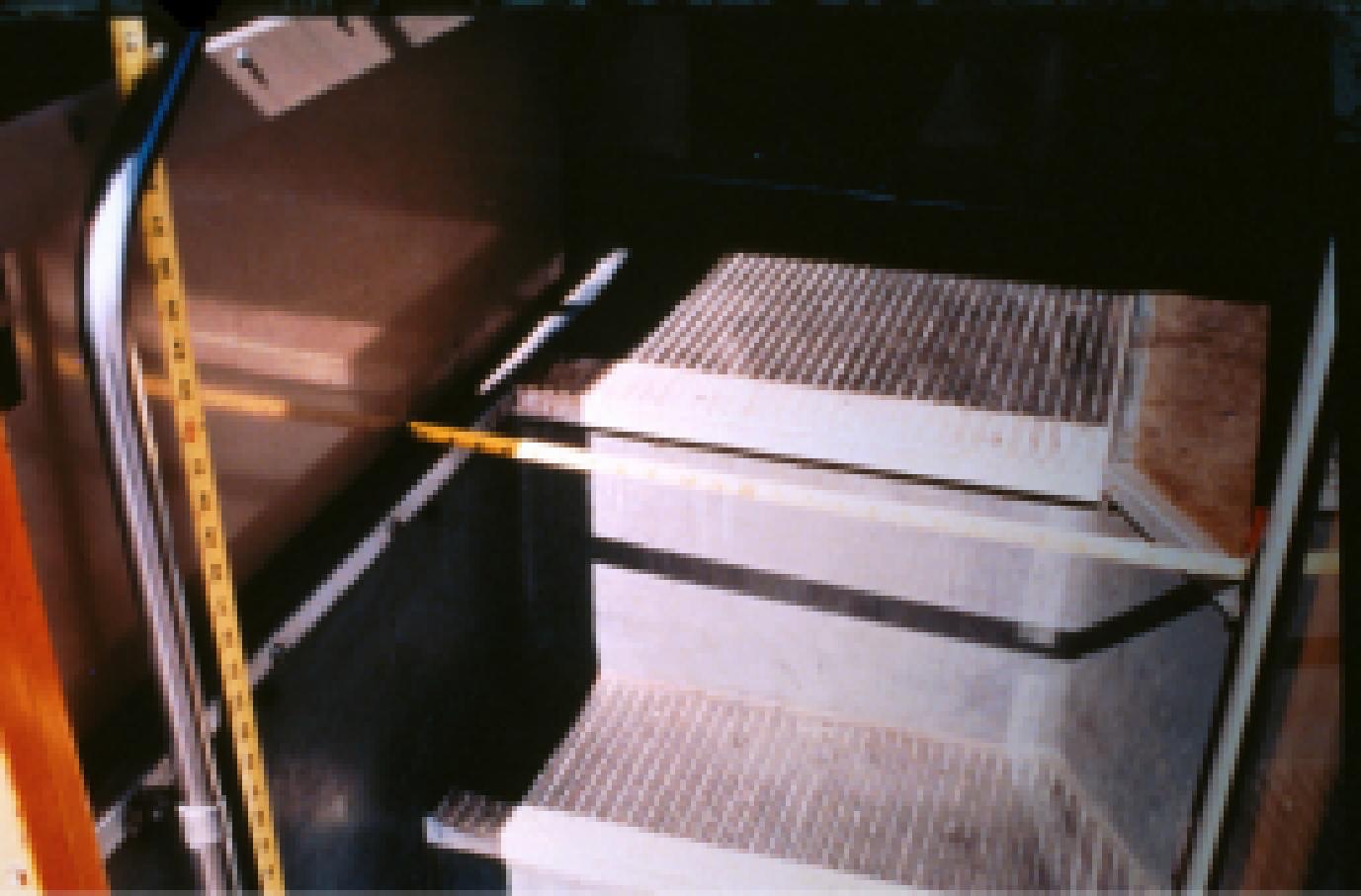
DS 9408 #14
Best Available



**DS 9408 #15
Best Available**



DS 9408 #16
Best Available



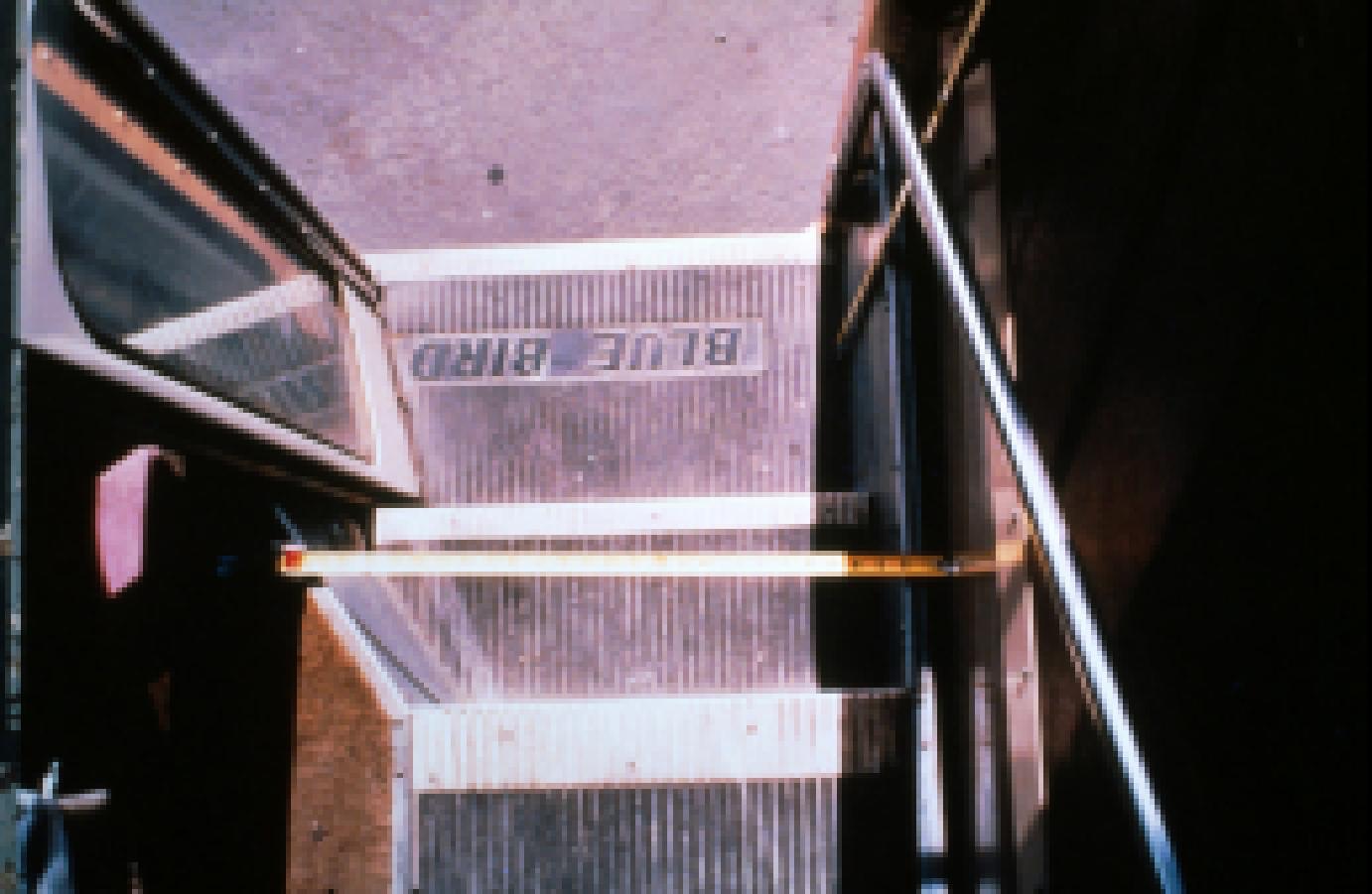
DS9408 #17
Best Available



DS9408 #18



DS 9408 #19



BLUE-BIRD

DS 9408 #20
Best Available



DS9408 #21
Best Available



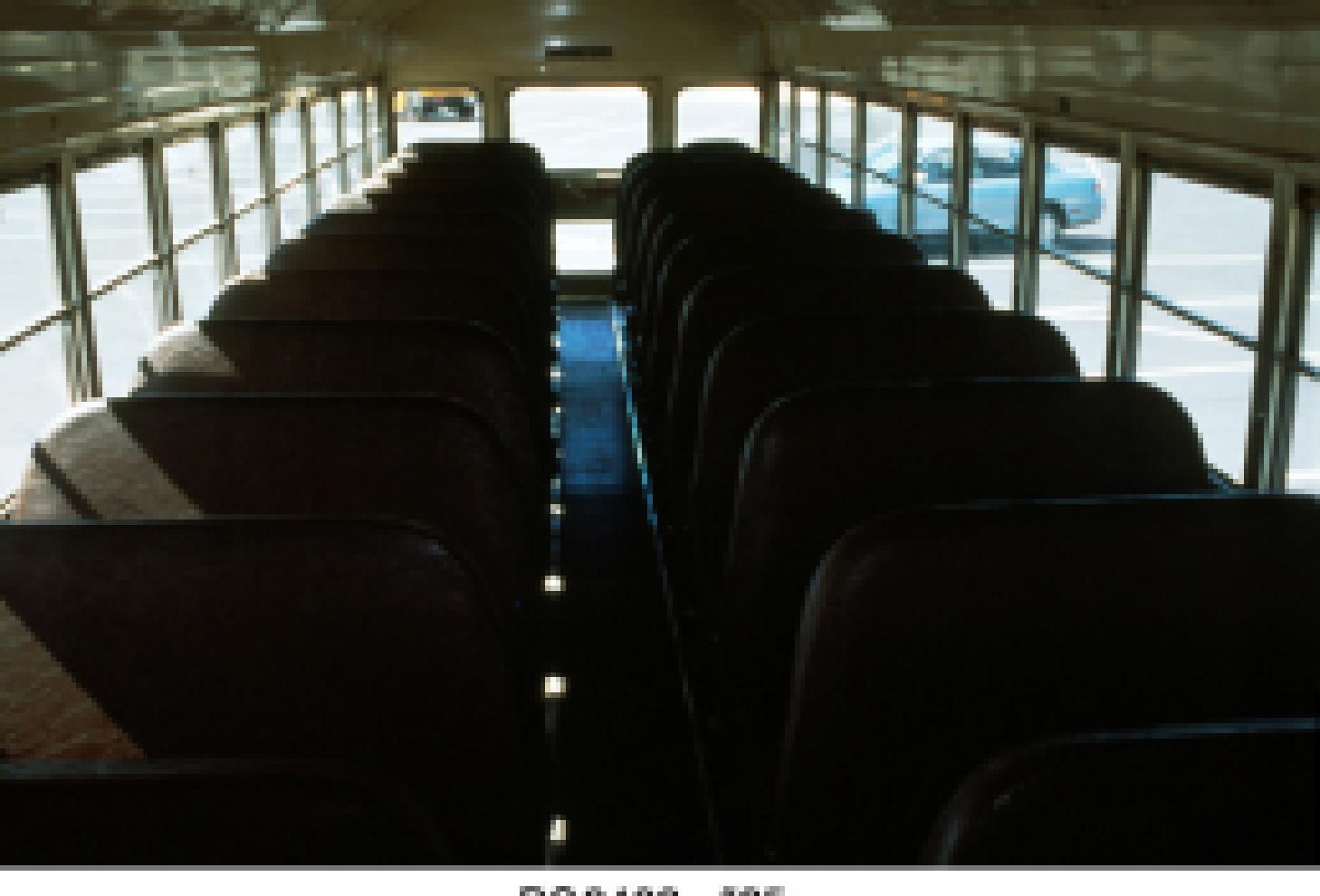
DS9408 #22
Best Available



DS 9408 #23
Best Available



DS9408 #24



DS9408 #25



DS 9408 #26



DS 9408 #27



DS9408 #28



DS 9408 #29



DS9408 #30



DS8408 #31



DS 9408 #32



DS9408 #33



DS 9408 #34



DS8408 #35



DS 9408 #36



DS 8408 #37

TRAFFIC ACCIDENT REPORT				YEAR	MONTH	DAY	REPORT ID	NCIC NO.	OFFICERS ID NO.	Agency Report Number					
1	FORWARD COPY TO ACCIDENT RECORDS ANALYSIS UNIT 064R												Total No. of Sheets _____		
2	Total Units	1	Total Injuries	0	Total Fatalities	1	Estimated Total Damage	<input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Hi/Run <input type="checkbox"/> Gov. Prop. <input type="checkbox"/> Under Minimum <input type="checkbox"/> Over Minimum	<input type="checkbox"/> Inside <input type="checkbox"/> Outside	City	County	District or Grid No.	F 5		
3	LOCATION On Highway/Road/Street Intersecting Street, Road / M.P. or R.P. <input type="checkbox"/> At <input checked="" type="checkbox"/> From											North <input type="checkbox"/> East <input checked="" type="checkbox"/>	South <input type="checkbox"/> West <input type="checkbox"/>	Plus <input type="checkbox"/> Minus <input type="checkbox"/>	Distance 393 Miles Feet
4	TRAFFIC UNIT NO.	State AZ	Class B	End. P	License or Social Security Number			<input type="checkbox"/> Driver <input checked="" type="checkbox"/> Pedestrian <input type="checkbox"/> Pedalcyclist	Name	Sex M	* Inj 1				
5	Restrictions Date of Birth Address City State Zip Code Telephone Number											7in Circle	Telephone Number		
6	TRAFFIC UNIT NO.	Plate Number	State	Year	<input type="checkbox"/> Same Drive	Owner/Carrier Name			Address	City	State	7in Circle	Telephone Number		
7	WITNESSES	Body Style School Bus	<input type="checkbox"/> Camper	Make Bluebird	Color Yellow	Year 87	VIN 1HVLPHXNXHH				Safety Device Code 2				
8	Removed to Removed by Orders of Police Posted Speed Limit 25 Ofc Est Speed Ofc Est Reas														
Insurance Company Telephone Number Policy Number Eff Date / Exp Date Self-insured															
Trailer (Other Unit) Plate No. State Year Description of Trailer or Other Unit															
U.S. Government Permits (Issuer and Number) * Vehicle Type Number of Axles G.V.W. (Registered)															
U.S. DOT: ICC MC: Was Hazardous Cargo from the placarded truck released? (Do not include fuel from the vehicle fuel tank.) Yes <input type="checkbox"/> No <input type="checkbox"/>															
HAZARDOUS MATERIALS PLACARD NUMBER: 1) 4-Digit Placard number: 2) 1-Digit Placard number:															
9	TRAFFIC UNIT NO.	State	Class	End.	License or Social Security Number			<input type="checkbox"/> Driver <input type="checkbox"/> Pedestrian <input type="checkbox"/> Pedalcyclist	Name	Sex	* Inj				
10	Restrictions Date of Birth Address City State Zip Code Telephone Number														
11	TRAFFIC UNIT NO.	Plate Number	State	Year	<input type="checkbox"/> Same as Driver	Owner/Carrier Name			Address	City	State	Zip Code			
12	WITNESSES	Body Style	<input type="checkbox"/> Camper	Make	Color	Year	VIN				Safety Device Code				
13	Removed to Removed by Orders of Police Posted Speed Limit Ofc Est Speed Ofc Est Reas														
14	WITNESSES	Insurance Company	Telephone Number			Policy Number			Eff Date / Exp Date						
15	WITNESSES	Trailer (Other Unit) Plate No.	State	Year	Description of Trailer or Other Unit										
16	WITNESSES	U.S. Government Permits (Issuer and Number) * Vehicle Type Number of Axles G.V.W. (Registered)													
17	WITNESSES	U.S. DOT: ICC MC: Was Hazardous Cargo from the placarded truck released? (Do not include fuel from the vehicle fuel tank.) Yes <input type="checkbox"/> No <input type="checkbox"/>													
18	WITNESSES	Seating Position Diagram 10 Not in Passenger Compartment 11 Motorcycle, Bus 12 Other 13 Unknown 14 Pedalcyclist				Safety Devices 4 - Airbag deployed 8 - Passive & lap Injured Taken to / by Hospital									
19	PASSENGERS	Unit #	Seat Pos	SD	Name			Address	City	State	Age	Sex	Inj		
20	1	10	1								12	F	5		
21	*****For additional see supplement***** RESTRICTED TO CRIMINAL JUSTICE AGENCIES ONLY SECONDARY DISSEMINATION TO NON-C.J. AGENCIES IS PROHIBITED.														
22	6	Other Property Damage (Describe) REL TO _____													
23	7	Owner's Name Address City REL BY _____ State Telephone Number													
24	8	Witness Name Address City State Home Number Age 16													
25	Photos <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Photographer's Name, ID Number, and Agency Invest. at Scene <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Date Invest. Time Invest.														
26	Officer's Signature and ID Number Agency Date Completed														

BEST AVAILABLE

TRAFFIC ACCIDENT REPORT FATAL SUPPLEMENT FORWARD COPY TO ACCIDENT RECORDS ANALYSIS UNIT 064R				YEAR	MONTH	DAY	REPORT ID HOUR	NCIC NO.	OFFICERS ID NO.	Agency Report Number	
2 VICTIM											
	NAME OF VICTIM				<input type="checkbox"/> DRIVER		<input type="checkbox"/> PEDALCYCLIST		RACE	MARITAL STATUS	
	ADDRESS				<input type="checkbox"/> PEDESTRIAN		<input checked="" type="checkbox"/> PASSENGER		W	Single	
	SEX	WEIGHT	EYES	HEIGHT	HAIR		DATE OF BIRTH		OCCUPATION		
	F	108	Bro/Blu	5' 02"	Reddish Bro		-81		Student		
	VICTIM REMOVED TO				VICTIM REMOVED BY						
	Hospital-										
	DESCRIPTION OF CLOTHING								<input type="checkbox"/> MOTORCYCLE		YES
	White blouse, Plaid skirt, Black buckle shoes								<input checked="" type="checkbox"/> HELMET USED		NO
	DESCRIPTION OF PROPERTY (CONT)								<input type="checkbox"/> UNK		
One school book, one notebook, one blue canvas backpack w/black nylon backing and straps											
MISC. COSMETICS: \$10.05 in cash											
PROPERTY IN CUSTODY OF:				NAME	ADDRESS	CITY	STATE				
NEXT OF KIN:				NAME	ADDRESS	CITY	STATE	RELATION			
NOTIFIED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				NOTIFIED BY Daughter	DATE	TIME	MEDICAL EXAMINER Dr				
3 DRIVER	NAME OF DRIVER								RACE		
	<input type="checkbox"/> SAME AS VICTIM								White		
OCCUPATION								MARITAL STATUS			
School bus driver								Married			
COMMENTS											
The school bus was eastbound in the block of when it											
came to a stop to allow a passenger to disembark. The passenger exited the bus and the											
driver began forward movement of the bus, unaware that the passengers' backpack had											
became entangled with the handrail inside the bus. The movement caused the passenger											
to be thrown under the bus and run over by the right rear wheels.											
5 TIME (24 HRS)	POLICE CALLED	POLICE ARRIVED	AMBULANCE CALLED	AMBULANCE ARRIVED	AMBULANCE DEPARTED						
6 MARK DAMAGED AREA(S) OF VICTIM'S VEHICLE	7 RESTRAINT USAGE / RESTRAINT FAILURE				8 SUPPLEMENTAL DATA CHECK ONE IN EACH CATEGORY						
	ENTER SEAT POSITION 1				ACCIDENT FIRST REPORTED BY						
	NONE FAILED X				<input checked="" type="checkbox"/> PERSONS INVOLVED 1 <input type="checkbox"/> YES 2 <input type="checkbox"/> NO 3 <input type="checkbox"/> UNKNOWN						
	LAP FAILED				<input type="checkbox"/> PASSING MOTORIST						
	SHOULDER FAILED				<input type="checkbox"/> POLICE						
	BOTH FAILED				<input type="checkbox"/> RESIDENT BYSTANDER						
	CHILD RESTRAINT				<input type="checkbox"/> OTHER _____						
	AIR BAG NOT DEPLOYED				<input type="checkbox"/> NOT EJECTED						
	PASSIVE SYSTEM				<input type="checkbox"/> COMPLETE						
	UNKNOWN				<input type="checkbox"/> PARTIAL						
RESTRAINT PROPERLY USED X				<input type="checkbox"/> UNKNOWN							
CHILD RESTRAINT				<input type="checkbox"/> VEHICLE TRANSMISSION							
PASSIVE & LAP				<input type="checkbox"/> AUTOMATIC 1 <input type="checkbox"/> YES 2 <input type="checkbox"/> NO 3 <input type="checkbox"/> UNKNOWN							
SHOULDER HARNESS				<input type="checkbox"/> MANUAL 1 <input type="checkbox"/> YES 2 <input type="checkbox"/> NO 3 <input type="checkbox"/> UNKNOWN							
IMPROPER USAGE				<input type="checkbox"/> UNKNOWN 1 <input type="checkbox"/> CURRENT 2 <input type="checkbox"/> EXPIRED 3 <input type="checkbox"/> UNKNOWN							
				<input type="checkbox"/> INSPECTION CERTIFICATE							
				<input type="checkbox"/> COMPLIANCE WITH DRIVER LICENSE RESTRICTIONS							
				<input type="checkbox"/> TERRAIN TYPE							
				<input type="checkbox"/> LEVEL 1 <input type="checkbox"/> YES 2 <input type="checkbox"/> NO 3 <input type="checkbox"/> UNKNOWN							
				<input type="checkbox"/> HILLY 2 <input type="checkbox"/> Hilly							
				<input type="checkbox"/> MOUNTAINOUS 3 <input type="checkbox"/> Mountainous							
				<input type="checkbox"/> BLOOD ALCOHOL CONTENT TEST TAKEN							
				<input type="checkbox"/> YES - TYPE DRE 1 <input checked="" type="checkbox"/> YES - TYPE DRE RESULT <u>no impairment</u>							
				<input type="checkbox"/> NO 2 <input type="checkbox"/> NO							
				<input type="checkbox"/> UNKNOWN 3 <input type="checkbox"/> UNKNOWN							
9 OFFICER'S SIGNATURE AND ID NUMBER											
AGENCY							DATE REPORT COMPLETED				

DATE/TIME: _____

LOCATION: _____

TRAFFIC INVESTIGATIONS

REFERENCE POINT:			
POINT	N/S	E/W	ITEM
A	1' 10" N	393' E	First area of scuffing; possible area of impact.
B	2' 08" N	393' 06" E	Second area of scuffing.
C	3' 03" N	405' 05" E	Beginning of scuff mark.
D	3' 03" N	409' 04" E	End of scuff.
E	2' 11" N	411' 05" E	Blue thread.
F	4' 11" N	417' 0" E	Beginning second area of blue thread.
*****	4' 10" N	417' 09" E	Ending second area of blue thread.
G	7' 06" N	417' 07" E	Beginning of blue thread.
*****	7' 08" N	417' 09" E	End of blue thread.
H	4' 08" N	419' 08" E	Blue/Green thread.
I	4' 10" N	420' 00" E	Beginning of what appears to be blood stain.
*****	5' 00" N	420' 11" E	Ending of what appears to be blood stain.
J	6' 01" N	422' 04" E	Blue thread.
K	4' 9 1/2"N	422' 10" E	First piece of black plastic.
L	5' 0" N	423' 00" E	What appears to be a blood stain.
M	5' 05" N	423' 03" E	Second piece of black plastic.
N	6' 00" N	425' 02" E	Third piece of black plastic.
O	5' 10" N	425' 10" E	Fourth piece of black plastic.
P	4' 02" N	425' 04" E	Final point of rest for head.
Q	6' 02" N	420' 05" E	Final point of rest for feet.

TRAFFIC ACCIDENT REPORT

FORWARD COPY TO
DEPARTMENT OF TRANSPORTATION

SUPPLEMENT

REPORT ID	YEAR	DATE	HOUR
	MONTH	DAY	
	NCIC NO.	OFFICER'S ID NO.	DAY OF WEEK

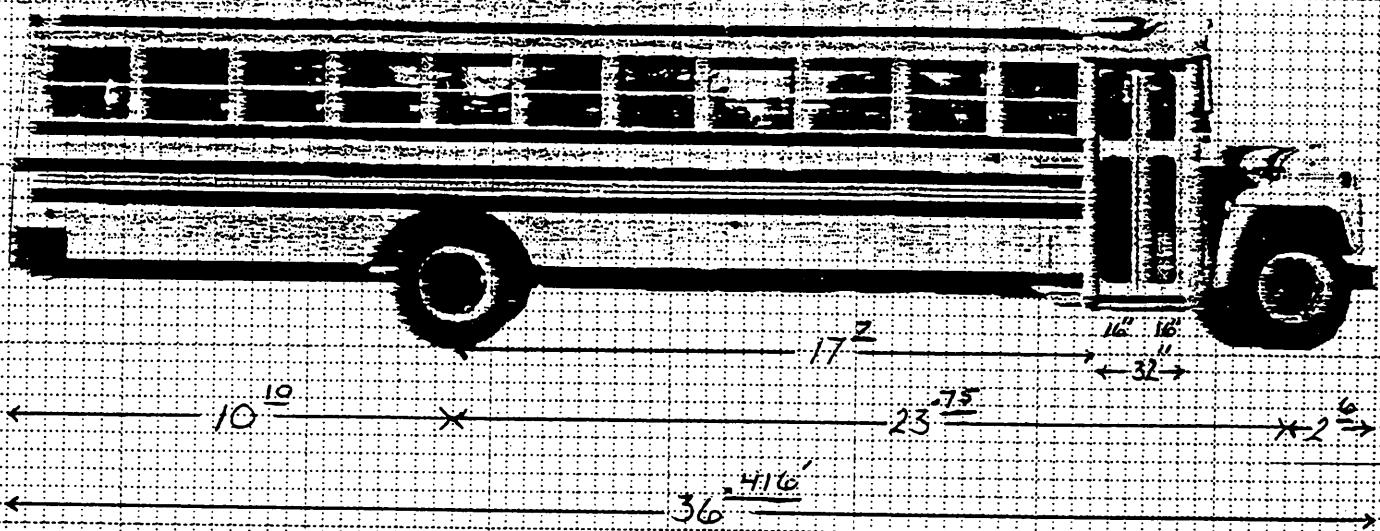
AGENCY REPORT NUMBER

AGENCY USE

ACCIDENT DIAGRAM

MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE
 MEASUREMENTS ARE SCALED (SCALE = 1 to 5)

INDICATE NORTH



TRAFFIC ACCIDENT REPORT

FORWARD COPY TO
DEPARTMENT OF TRANSPORTATION

SUPPLEMENT

REPORT ID	YEAR	DATE MONTH	DAY	HOUR
	NCIC NO.	OFFICER'S ID NO.	DAY OF WEEK	

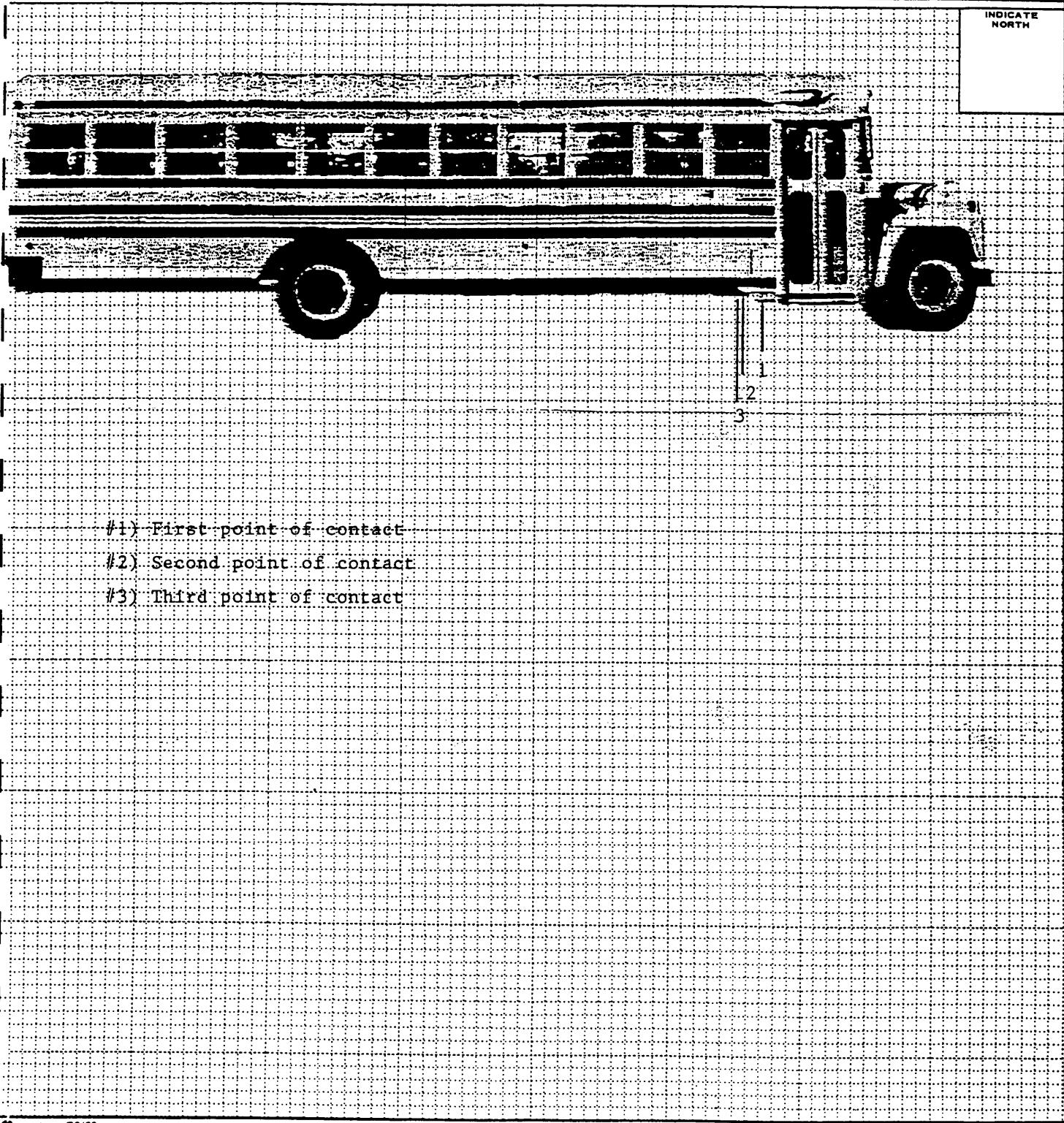
AGENCY REPORT NUMBER

AGENCY USE

 MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE
 MEASUREMENTS ARE SCALED (SCALE = 1 TO 5)

ACCIDENT DIAGRAM

INDICATE NORTH



- #1) First point of contact
- #2) Second point of contact
- #3) Third point of contact

POLICE DEPARTMENT
CONTINUATION REPORT

REPORT ID# :
DR# :
DATE :
TIME :

ON THIS DATE I PERFORMED A TOTAL OF FIVE TIME AND DISTANCE TESTS ON A SCHOOL BUS UTILIZING THE TIME DISTANCE FORMULA. THE TIME WAS OBTAINED THROUGH OBSERVING A STUDENT STEP OFF OF THE SCHOOL BUS AND OBSERVING THE BUS REACH THE LOCATION WITH ITS RIGHT REAR TIRES.

THE DISTANCE UTILIZED WAS SEVENTEEN FEET. THE SAME AS THE DISTANCE FROM THE REAR EDGE OF THE SCHOOL BUS DOOR AND THE CENTER OF THE RIGHT REAR AXLE.

- 1) 17' / 15.1515 FPS = 1.122 SEC.
- 2) 17' / 11.6279 FPS = 1.462 SEC.
- 3) 17' / 10.28806 FPS = 1.6524 SEC.
- 4) 17' / 11.415525 FPS = 1.4892 SEC.
- 5) 17' / 11.961722 FPS = 1.4214 SEC.

REPORTING OFFICER :
SUPERVISOR :
ENTERED BY :

POLICE DEPARTMENT
CONTINUATION REPORT

REPORT ID# :
DR# :
DATE :
TIME :

ADULT WITNESS LIST

1) .-----

REPORTING OFFICER :
SUPERVISOR :
ENTERED BY :

POLICE DEPARTMENT
CONTINUATION REPORT

REPORT ID# :	
DR# :	
DATE :	
TIME :	

POLICE PERSONNEL ON SCENE

- 1) OFFICER
- 2) OFFICER
- 3) OFFICER
- 4) DETECTIVE
- 5) SERGEANT
- 6) SERGEANT
- 7) LIEUTENANT
- 8) CHIEF

FIRE/PARAMEDIC PERSONNEL ON SCENE

ENGINE

- 1) CAPTAIN 1)
- 2) FIREFIGHTER 2)
- 3) FIREFIGHTER RECRUIT

REPORTING OFFICER :	
SUPERVISOR :	
ENTERED BY :	

POLICE DEPARTMENT
CONTINUATION REPORT

REPORT ID# :
DR# :
DATE :
TIME :

ON THE U/O ALONG WITH
OFFICERS WERE DISPATCHED TO A PEDESTRIAN ACCIDENT IN THE
BLOCK OF UPON OFFICER ARRIVAL AT HRS HE ADVISED THAT A
CHILD, LATER IDENTIFIED AS BORN ON
1981, RESIDING AT WHO ATTENDS 7TH GRADE AT HAD
BEEN STRUCK AND RUN OVER BY A SCHOOL BUS.

SGTS. AND ARRIVED ON THE SCENE AT HRS.
UPON MY ARRIVAL AT HRS I OBSERVED THE VICTIM LYING ON THE
SOUTHERN PORTION OF THE ROADWAY IN FRONT OF DRIVE. THE VICTIM WAS BEING ATTENDED TO BY OFFICER AND
SGTS. AND OFFICER ADVISED THAT THE SCHOOL BUS WAS NOT AT THE FINAL POINT OF REST. HE ADVISED THAT AFTER HIS ARRIVAL ON THE SCENE THE DRIVER HAD GOTTEN BACK INTO THE BUS AND MOVED IT FURTHER EAST AND TO THE SOUTH, CLOSER TO THE EDGE OF THE ROADWAY, STOPPING ONLY AFTER OFFICER STOPPED HIM AND ADVISED HIM NOT TO MOVE THE SCHOOL BUS; SEE OFFICERS SUPPLEMENT.

FIRE DEPARTMENT ARRIVED ON THE SCENE AT
HRS ALONG WITH THE FIRE DEPARTMENT PERSONNEL ON THE ENGINE WERE CAPTAIN
FIREFIGHTER AND FIREFIGHTER RECRUIT

THE PERSONNEL ON WERE AND

WHILE THE EMERGENCY PERSONNEL WERE ATTENDING TO THE INJURED PARTY I OBTAINED THE OPERATORS LICENSE, VEHICLE REGISTRATION AND INSURANCE INFORMATION FROM THE DRIVER OF THE 1987 INTERNATIONAL SCHOOL BUS #8 BEARING A CLASS "C" SCHOOL BUS REGISTERED TO LOCATED AT

I THEN PROVIDED WITNESS STATEMENT FORMS TO A FEMALE LATER IDENTIFIED AS BORN ON 1977 WHO RESIDES AT MS. HAD ADVISED THAT SHE WAS STOPPED BEHIND THE SCHOOL BUS JUST PRIOR TO THE ACCIDENT.

(PAGE #2)

I THEN OBSERVED A FEMALE SUBJECT STANDING AT THE END OF THE DRIVEWAY OF I APPROACHED THE PERSON AND FOUND HER TO BE THE INJURED PARTIES SISTER. I OBTAINED THE INJURED PARTIES NAME, DATE OF BIRTH AND TELEPHONE NUMBER. I ASKED IF HER MOTHER OR FATHER WERE HOME AND SHE ADVISED THAT HER MOTHER WAS OUT OF TOWN ON BUSINESS AND THAT HER FATHER WAS AT WORK. I REQUESTED THAT SHE GO INSIDE AND TELEPHONE HER FATHER AND HAVE HIM RESPOND AND THEN TO WAIT INSIDE THE HOUSE. SHE COMPLIED WITH MY REQUEST.

I ASKED THE DRIVER OF THE SCHOOL BUS, WHAT HAD HAPPENED? HE ADVISED THAT HE HAD PULLED UP TO THE STUDENTS WESTERN MOST DRIVEWAY WITH THE TRAFFIC WARNING EMERGENCY LIGHTS ON; STOPPED THE BUS AND WATCHED THE STUDENT EXIT THE BUS. WHEN HE BELIEVED SHE WAS CLEAR, HE CLOSED THE DOOR AND PROCEEDED EAST. HE THEN FELT A BUMP AND STOPPED THE BUS. HE ADVISED HE EXITED THE BUS AND SAW LYING IN THE ROAD. HE THEN YELLED TO SOMEONE AT THE SCENE TO CALL "911".

THE DRIVER PROVIDED A SMALL WRITTEN STATEMENT CONCERNING THE ACCIDENT ON PAPERWORK STORED ON THE BUS.

SGT. AND LT. ARRIVED ON THE SCENE AT HRS. AND BEGAN ASSISTING WITH THE INVESTIGATION.

THE COMMUNICATIONS OPERATOR WAS ADVISED AT HRS. TO CONTACT THE DEPARTMENT OF PUBLIC SAFETY AND HAVE A SCHOOL BUS INSPECTOR DISPATCHED TO THE SCENE. OFFICER TELEPHONICALLY CONTACTED THE POLICE DEPARTMENT AT HRS AND ADVISED THAT HE WAS ENROUTE WITH AN ESTIMATED TIME OF ARRIVAL OF 30 MINUTES.

DETECTIVE ADVISED HE WAS ENROUTE TO THE SCENE AT HRS.

THE INJURED PARTIES FATHER ARRIVED ON THE SCENE AND I OBSERVED HIM TO GO INTO HIS RESIDENCE.

THE INJURED PARTY WAS TRANSPORTED FROM THE SCENE AT HRS BY TO HOSPITAL ON ARRIVING AT HRS. THE VICTIM WAS ATTENDED TO BY DR. AND PRONOUNCED DEAD AT HRS.

DETECTIVE ADVISED THAT HE WAS ENROUTE TO THE HOSPITAL AT HRS.

OFFICER WAS ENROUTE TO THE HOSPITAL WITH MR. AT HRS.

OFFICER WAS ENROUTE TO THE HOSPITAL AT HRS.

(PAGE #3)

I ENTERED THE SCHOOL BUS TO SPEAK TO THE STUDENTS WHO WERE STILL SEATED ON THE BUS. WHEN I STARTED UP THE STAIRWELL I OBSERVED A BLACK STRAP HANGING FROM THE HANDRAIL NEAR ITS BASE AT THE POINT OF EXIT, MEASURING APPROXIMATELY 3' 01" HEIGHT FROM GROUND. I OBTAINED THE STUDENTS NAMES, AGE, ADDRESS, TELEPHONE NUMBER AND RECORDED THEIR SEATING POSITION AT THE TIME OF THE ACCIDENT. WHILE OBTAINING THIS INFORMATION I OBSERVED THE DRIVER TO BE HOLDING A SHEET OF PAPER THAT HAD THE STUDENTS NAMES, ADDRESSES AND TELEPHONE NUMBERS ON IT. I FURTHER OBSERVED THE PAPER TO HAVE VARIOUS TIMES IN THE LEFT HAND MARGIN PRIOR TO THE STUDENTS NAME.

THE SCHOOL HAS DISPATCHED ANOTHER SCHOOL BUS TO THE ACCIDENT LOCATION, DRIVEN BY MR. THE SCHOOLS' BUS MECHANIC WHO ARRIVED AT THE SCENE AND REMOVED THE STUDENTS FROM BUS #8 TO BUS #5 AT HRS.

OFFICER FROM THE DEPARTMENT OF PUBLIC SAFETY, SPECIAL SERVICES DIVISION ARRIVED ON THE SCENE AT HRS. TO INSPECT THE CONDITION OF THE SCHOOL BUS.

WHILE MR. WAS AT THE SCENE HE ADVISED US THAT BUS COMPANY HAD SENT A 3/4" BLOCK OF WOOD TO HIM, TO CHECK THE CLEARANCE BETWEEN THE HANDRAIL AND THE SIDEBOARD BETWEEN THE MOUNTING BRACKETS AND THE HANDRAIL. MR. ADVISED THAT HE HAD CHECKED ALL THE SCHOOL BUSES AND ALL PASSED THE INSPECTION. IF ANY HAD NOT PASSED IT WOULD HAVE HAD TO BE MODIFIED BY THE SUPPLIED LONGER SCREW AND WASHERS.

THE POLICE DEPARTMENT WAS CONTACTED AT APPROX. HRS. TO DETERMINE IF A "DRUG RECOGNITION EXPERT" WAS AVAILABLE TO RESPOND TO OUR LOCATION TO PROVIDE AN EXAMINATION OF MR. TO DETERMINE IF ANY IMPAIRMENT IS PRESENT.
WE WERE ADVISED AT HRS. THAT ONE WOULD BE ENROUTE.

SGT. AND OFFICER BEGAN PHOTOGRAPHING THE SCENE AND ITS EVIDENCE.

OFFICER AND MYSELF INSPECTED THE BUS FINDING THE RIGHT INSIDE REAR TIRE TO BE OUT OF COMPLIANCE BY HAVING LESS THAN A 2/32" TREAD.

I SAT IN THE DRIVERS SEAT AND CHECKED THE EXTERIOR MIRRORS ON BOTH SIDES FOR VISIBILITY AND FOUND NO OBSCUREMENT.

THE EXTERIOR LIGHTING SYSTEM WAS CHECKED AND NO PROBLEMS WERE DETECTED.

THE REMAINING INSPECTION REPORT IS PROVIDED UNDER A SUPPLEMENTARY REPORT.

DURING THE PHOTOGRAPHY SEGMENT OF OUR INVESTIGATION, THREE DISTINCTIVE MARKS (SURFACE DIRT HAD BEEN RUBBED AWAY) WERE OBSERVED ON THE RIGHT SIDE OF THE SCHOOL BUS ALONG THE BLACK METAL STRIPPING INDICATING CONTACT.

THE THREE AREAS WERE MEASURED AND WERE LOCATED: (1) 6' 04", 16" UP FROM GROUND LEVEL, (2) 7' 01", 20" UP FROM GROUND LEVEL, (3) 7'

(PAGE #4)

03", 22" HEIGHT FROM GROUND LEVEL.
THE MEASUREMENTS WERE TAKEN UTILIZING THE CENTER OF THE RIGHT SIDE STEERING AXLE AS THE REFERENCE POINT BACK TOWARDS THE REAR OF THE BUS.

DURING THE INSPECTION OF THE RIGHT REAR DUALS, OFFICER FOUND EVIDENCE OF THE RIGHT REAR DUALS HAVING COME INTO CONTACT WITH THE VICTIM. HE LOCATED WHAT APPEARED TO HAVE BEEN BLOOD AND FABRIC MATERIAL IN THE TREAD PATTERN ON THE OUTSIDE TIRE; SEE OFFICER REPORT.

SGT. AND I MEASURED THE ACCIDENT SCENE UTILIZING THE SOUTHEAST CORNER OF AND AS OUR REFERENCE POINT AND COLLECTED THE VARIOUS ARTICLES OF EVIDENCE. WE ALSO OBTAINED THE MEASUREMENTS OF THE STAIRWELL, DOORWAY AND HANDRAIL.

OFFICER OF THE POLICE DEPARTMENT, PRECINCT DID ARRIVE AT THE SCENE AND WAS BRIEFED ON THE ACCIDENT. OFFICER TRANSPORTED THE DRIVER TO THE POLICE DEPARTMENT WHERE HE CONDUCTED A PRELIMINARY EXAMINATION AT HRS.. OFFICER OPINION WAS THAT MR. WAS NOT IMPAIRED AT THE TIME OF THE EXAMINATION; SEE SUPPLEMENT. MR. WAS RELEASED TO HIS SON AT HRS.

THE BACKPACK HAD BEEN REMOVED FROM THE SCENE AND BASED UPON INFORMATION PROVIDED TO LT. THE SISTER OF THE VICTIM, REMOVED IT ALONG WITH ONE SHOE AND PLACED IT IN HER RESIDENCE. LT. RETRIEVED THE ITEMS DUE TO THEIR EVIDENTIARY VALUE AND ADVISED THE COMMUNICATIONS OPERATOR THAT THE ALARM HAD BEEN ACTIVATED. LT. ADVISED MR. OF THE BACKPACKS REMOVAL FROM THE RESIDENCE UPON MR. RETURN HOME. THE EVIDENCE WAS SECURED FROM THE SCENE AND PLACED INTO PROPERTY.

ON 1994 AT HRS. I MADE TELEPHONIC CONTACT WITH THE COUNTY ATTORNEYS OFFICE AND SPOKE TO AND ADVISED HER OF THE PRELIMINARY FINDINGS OF OUR INVESTIGATION INTO THE FATAL TRAFFIC ACCIDENT. SHE ADVISED HER SUPERVISOR AND I WAS ADVISED THAT BASED ON THE INFORMATION THAT THEY WOULD NOT BE SEEKING CHARGES AGAINST THE DRIVER. I WAS FURTHER ADVISED THAT UPON COMPLETION OF THE REPORT TO FORWARD IT TO THE SOUTHEAST OFFICE TO THE ATTENTION OF

ON AT HRS. I MADE TELEPHONIC CONTACT WITH THE MEDICAL EXAMINERS OFFICE AND SPOKE TO DR. WHO ADVISED THAT HE HAD PERFORMED THE AUTOPSY ON THE DECEDED BEGINNING AT APPROX. HRS. AND ENDING AT APPROX. HRS.. THE RESULTS OF THE EXAMINATION INDICATED CHEST, ABDOMINAL AND PELVIC TRAUMA WITH BLOOD COMMUNICATION BETWEEN THE CHEST AND ABDOMINAL AREA. HE FURTHER ADVISED THAT A COPY OF THE MEDICAL REPORT WILL BE FORWARDED TO OUR AGENCY IN ABOUT TWO WEEKS.

(PAGE #5)

I OBTAINED THE MEDICAL CERTIFICATION CERTIFICATE ON
FROM OFFICER WHICH INDICATED THAT HE HAD BEEN EXAMINED BY
DOCTOR ON 1993 INDICATING THAT HE WAS
"QUALIFIED ONLY WHILE WEARING CORRECTIVE LENSES". IT HAS A
MEDICAL EXPIRATION DATE OF 1994. IT DID INDICATE
"HIGH BLOOD PRESSURE" AS HE HAD ADVISED OFFICER
I FURTHER OBTAINED COPIES OF HIS DRIVING RECORD WHICH INDICATED NO
VIOLATIONS.

OFFICER PROVIDED COPIES OF ADVISORY LETTERS FROM THE U.S.
DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION TO PUPIL TRANSPORTATION SPECIALIST,
DEPARTMENT OF TRANSPORTATION,
DATED 1993 ADVISING OF A POTENTIAL SAFETY PROBLEM ON
TYPE "D" SCHOOL BUSES.

A COPY OF ONE FROM TO TRANSPORTATION ADMINISTRATORS AND
SCHOOL BUS DRIVER INSTRUCTORS ADVISING OF POTENTIAL SAFETY PROBLEMS
(TYPE D BUSES) DATED 1994.

A COPY OF A LETTER FROM U.S.D.O.T. TO SAME ADDRESS AS
ABOVE, ADVISING THAT THE LETTER SENT PREVIOUSLY INVOLVING ONLY TYPE
D SCHOOL BUSES WAS IN ERROR, DATED 1993.

A COPY OF A LETTER FROM TO TRANSPORTATION ADMINISTRATORS
AND SCHOOL BUS DRIVER INSTRUCTORS, FROM DATED
EXPANDING THE POTENTIAL SAFETY PROBLEM ADVISORY.

A COPY OF A LETTER FROM TO ALL U.S. DISTRIBUTORS, DATED
1993 OF A RECALL R93AB-HANDRAIL, ENTRANCE.

A COPY OF A LETTER FROM DATED 1993 ADVISING OF
A CONDITION THAT RELATES TO MOTOR VEHICLE SAFETY.

A COPY OF A NOTICE TO BUS DRIVERS DATED 1994 ADVISING
OF "BUS WHEELS CLAIM TWO BOYS, AGE SIX AND NINE."

ON 1994 OFFICER BEGAN MAKING CONTACT WITH
THE STUDENTS WHO WERE ON THE SCHOOL BUS AT THE TIME OF THE ACCIDENT
TO INTERVIEW THEM; SEE OFFICER SUPPLEMENT.

ON 1994 AT HRS. I MADE TELEPHONIC CONTACT
WITH THE WITNESS TO SEE IF SHE COULD EXPAND UPON HER
PREVIOUS STATEMENT. SHE ADVISED THAT SHE DID NOT HAVE ANY
ADDITIONAL INFORMATION TO PROVIDE. I ASKED HER IF THE VICTIMS
BACKPACK WAS LYING IN THE ROADWAY WHEN SHE WAS WITH HER. SHE
ADVISED THAT IT WAS. IT WAS LYING TO HER RIGHT APPROXIMATELY THREE
FEET ABOVE HER HEAD AND THREE FEET OUT FROM HER BODY.
I ASKED IF SHE HAD MOVED OR REMOVED THE BACKPACK FROM THE ROADWAY.
SHE ADVISED THAT SHE HAD NOT.

(PAGE #6)

ON 1994 I OBTAINED A PRINTOUT OF STUDENTS THAT UTILIZED SCHOOL BUS. THIS LIST WAS THE SAME TYPE CARRIED BY ON THE DAY OF THE ACCIDENT.

ON 1994 AT HRS ARRIVED AT THE POLICE DEPARTMENT TO BE INTERVIEWED. I BEGAN THE INTERVIEW AT HRS. AND ENDED AT HRS. DURING THE INTERVIEW, WHEN ASKED ABOUT THE VARIOUS TIMES LISTED IN THE MARGIN, HE ADVISED THAT IT IS THE APPROXIMATE TIME THAT EACH OF THE CHILDREN WILL BE PICKED UP. HE ADVISED THAT THE SCHOOL BUS DRIVERS ARE NOT UNDER ANY TIME RESTRAINT AND IN THE EVENT THAT THEY ARE DELAYED THEY SIMPLY CONTACT THE SCHOOL BY THE TELEPHONE THAT IS PROVIDED ON THE BUS. I INQUIRED ABOUT THE MOVING OF THE SCHOOL BUS FROM ITS FINAL POINT OF REST TO THE POSITION FOUND AT THE SCENE. HE ADVISED THAT SOMEONE (UNKNOWN WHO) HAD TOLD HIM TO MOVE THE SCHOOL BUS OUT OF THE WAY. WHEN HE BEGAN TO MOVE IT AN OFFICER TOLD HIM NOT TO MOVE THE BUS.

BELIEVES THAT HE MAY HAVE MOVED THE SCHOOL BUS BETWEEN 25-30 FEET EAST OF ITS POINT OF REST. HE ADVISED THAT AS SOON AS HE FELT THE BUMP HE CAME TO A STOP AS SOON AS THE BUS WOULD ALLOW TO BE DONE SAFELY; SEE INTERVIEW SUPPLEMENT.

ON 1994 MYSELF, OFFICER AND A CASUALTY CLAIMS REPRESENTATIVE OF COMPANY, LOCATED AT REPRESENTING BUS LINES, ARRIVED AT LOCATED AT TO ALLOW HIM TO INSPECT THE SCHOOL BUS. UPON HIS COMPLETING THE INSPECTION I REQUESTED A COPY OF HIS REPORT AND A COPY OF THE BUS SCHEMATICS FROM HE ADVISED THAT HE WOULD ATTEMPT TO DELIVER IT. I PHOTOGRAPHED THE SCHOOL BUS FROM ALL SIDES AND MADE ADDITIONAL EXTERIOR MEASUREMENTS.

ON I MADE TELEPHONIC CONTACT WITH OF LOCATED AT TO OBTAIN THE SCHOOL BUS SCHEMATICS. I RECEIVED THE SCHEMATICS VIA FAX MACHINE AT THE POLICE DEPARTMENT AT HRS.

I RETRIEVED THE ACCIDENT SCENE EVIDENCE FROM THE PROPERTY ROOM TO MEASURE AND PHOTOGRAPH IT.

THE VICTIMS SHOES WERE MADE IN AND WERE SIZE 8B WITH THE NAME INSIDE, THEY ARE BLACK IN COLOR WITH EXTERIOR SCUFF MARKS, A SMALL TORN PORTION ON TOP AND THE STRAP WAS TORN THROUGH, ALL ON THE RIGHT SHOE.

THE BACKPACK DESIGNED IN BLUE CANVAS WITH A GREY LEATHER BOTTOM, BLACK BACK, STRAPS AND SHOULDER PADS WITH A BLUE NYLON ZIPPER POUCH AND ZIPPER. IT HAS A NAME OF "HIGH RIDGE " ON ITS EXTERIOR AND A LABEL INSIDE STATING "DESIGNED BY & MADE EXCLUSIVELY FOR MADE IN

THE LEFT SIDE WAIST STRAP BLACK PLASTIC BODY HOUSING MEASURED APPROXIMATELY 1 3/8" LONG, 3/8" WIDE WITH THE OPENING END MEASURING

(PAGE #7)

APPROXIMATELY 1 1/4".

THE BLACK PLASTIC FRAGMENT THAT WAS A PART OF THE HOUSING FOR THE LEFT SIDE OF THE WAIST STRAP MEASURED APPROXIMATELY 1 3/8" X 7/8". THE BLACK PLASTIC CLIP FRAGMENT FOR THE WAIST STRAP ON THE LEFT SIDE MEASURED APPROXIMATELY 1 3/16" X 3/4".

THE BLACK PLASTIC RETAINING CLIP FROM THE RIGHT SIDE ON THE WAIST STRAP MEASURED APPROXIMATELY 2 1/16" LONG X 1 1/4" WIDE X 1 1/8 WIDE. THE BLACK PLASTIC RETAINING CLIP FRAGMENT FROM THE LEFT SHOULDER STRAP MEASURED APPROXIMATELY 1 1/8" LONG X 15/16" WIDE.

THE WAIST STRAP THAT HAD BEEN TORN FROM THE RIGHT SIDE OF THE BACKPACK MEASURED APPROXIMATELY 21" IN LENGTH (NOT MEASURING FOLDED MATERIAL THROUGH RETAINING CLIP) X APPROXIMATELY 1" WIDE.

THE VARIOUS PIECES WERE CHECKED TO ASSURE ITS PLACEMENT INTO THE ORIGINAL POSITION.

THE EVIDENCE WAS RE-SECURED INTO THE PROPERTY ROOM

AFTER MEASURING AND PHOTOGRAPHING THE ABOVE ITEMS, I MET TRAFFIC SAFETY INVESTIGATOR FROM

LOCATED AT

WHO IS UNDER

CONTRACT WITH THE U.S. DEPARTMENT OF TRANSPORTATION.

ARRIVED IN TO INSPECT THE SCHOOL BUS.

OFFICER AND OF THE DEPARTMENT OF PUBLIC SAFETY, SUPERVISOR OF TOW TRUCK/SCHOOL BUS INSPECTIONS UNIT AND MYSELF RETURNED TO TO INSPECT THE SCHOOL BUS. THE SCHOOL BUS HAD ITS FRONT AND REAR BUMPERS RE-PAINTED, AS HAD ALL THE SCHOOL BUSES AT THE SCHOOL AND ITS BUS NUMBER CHANGED FROM AN #8 TO A #6.

I PHOTOGRAPHED THE SCHOOL BUS EXTERIOR MIRRORS FROM THE DRIVERS SEAT WHICH INDICATED NO OBSCURMENT TO VISIBILITY.

I PHOTOGRAPHED THE EXTERIOR MIRRORS OUTSIDE ALONG THE LENGTH OF THE SCHOOL BUS.

UPON COMPLETING THE INSPECTION, I ESCORTED TO THE ACCIDENT SCENE AND PROVIDED AN EXPLANATION OF THE ROADWAY MARKINGS.

ADVISED THAT HE WOULD BE DOING A SCALE DIAGRAM OF THE STAIRWELL AND HANDRAIL. I REQUESTED A COPY OF THESE DIAGRAMS AND HE ADVISED THAT HE WOULD PROVIDE THEM.

I MADE TELEPHONIC CONTACT WITH THE VICTIM'S FATHER , AND INQUIRED AS TO HIS DESIRE AS TO THE DISPOSITION OF HIS DAUGHTERS CLOTHING. I WAS ADVISED THAT I COULD DISPOSE OF THEM. I ADVISED THAT IT WILL BE NECESSARY TO RETAIN THE SHOES AND BACKPACK. HE ADVISED THAT HE UNDERSTOOD.

I ASKED IF HIS DAUGHTER HAD MOVED THE BACKPACK FROM THE ROADWAY INTO THE RESIDENCE. WHILE ON THE TELEPHONE HE ASKED HER AND ADVISED THAT SHE HAD NOT MOVED IT.

HE WENT ON TO ADVISE THAT THE BACKPACK HAD BEEN IN THE RESIDENCE AND THAT HE HAD BEEN ADVISED BY HIS SECURITY COMPANY THAT AN OFFICER, HAD GONE INTO HIS RESIDENCE AND REMOVED IT; SEE SUPPLEMENT.

(PAGE #8)

ON AT HRS. AN
INSURANCE ADJUSTER FROM LOCATED AT

ARRIVED AT THE POLICE DEPARTMENT TO PHOTOGRAPH AND MEASURE THE BACKPACK, STRAPS AND LOCKING MECHANISMS. HE COMPLETED THE PHOTOGRAPHY AND MEASUREMENTS AT HRS. THE PROPERTY WAS RE-SECURED INTO THE PROPERTY ROOM.

ON I DID RECEIVE AN ENVELOPE FROM
OF THE ENVELOPE CONTAINED TWO COLOR
PHOTOGRAPHS OF THE STAIRWELL THAT DEPICTED THE HANDRAIL AND TWO
SCALE DIAGRAMS OF THE HANDRAIL AND STAIRWELL.

THE HANDRAIL MEASURES APPROXIMATELY 1" IN DIAMETER, AND IS POSITIONED AT A 45 DEGREE ANGLE DOWNWARD FROM THE TOP OF THE STAIRWELL FOR APPROXIMATELY 20.5", WITH APPROXIMATELY A 3" CLEARANCE FROM THE UPPER SEATBACK, THEN A 90 DEGREE ANGLE DOWNWARD FOR 12.25" TO THE PASSENGER FLOORING, WHERE A MOUNTING BRACKET IS LOCATED. THE HANDRAIL IS APPROXIMATELY 6.5" LONG FROM THE MOUNTING BRACKET TO THE END OF THE RAIL, WHERE IT IS SECURED TO THE STAIRWELL. THE HANDRAIL'S DISTANCE NARROWS BETWEEN IT AND ITS MOUNTING AS IT APPROACHES THE DOOR EXIT. UPON REACHING THE MOUNTING BRACKET LOCATED 24" UP FROM THE BOTTOM STEP THERE IS A DISTANCE OF APPROXIMATELY 1" BETWEEN THE HANDRAIL AND THE PASSENGER FLOORING.

THE SCHOOL BUS RIGHT SIDE DOOR HAS A WIDTH OF APPROXIMATELY 32" AND A HEIGHT OF APPROXIMATELY 78".

THE DISTANCE FROM THE OUTSIDE EDGE OF THE HANDRAIL, CLOSEST TO THE EXIT, TO THE INSIDE EDGE OF THE BUS IS APPROXIMATELY 2 1/4", AND TO THE OUTSIDE OF THE BUS APPROXIMATELY 4 1/2".

THE DISTANCE DOWNWARD, BETWEEN THE STEPS IN THE STAIRWELL ARE 12" FROM THE TOP STEP TO THE MIDDLE STEP AND 12" TO THE LOWER STEP. THE DISTANCE TO THE GROUND IS 13".

UPON COMPLETING THE INVESTIGATION IT WAS DETERMINED THAT AS THE VICTIM WAS TRAVELING DOWN THE STAIRWELL, THE RIGHT SIDE OF THE WAIST STRAP, DUE TO THE PENDULUM MOTION HAD TRAVELED BETWEEN THE HANDRAIL AND THE SEATBACK, ABOVE THE MIDDLE MOUNTING BRACKET. UPON EXITING THE SCHOOL BUS THE BUCKLE WAS UNABLE TO PASS BACK THROUGH THE OPENING. DUE TO THE LENGTH OF THE WAIST STRAP SHE WAS ABLE TO MOVE AWAY FROM THE DOOR.

THE SCHOOL BUS DRIVER CLOSED THE DOOR AND BEGAN ITS FORWARD MOTION. THE VICTIM, STILL ATTACHED TO THE HANDRAIL WAS PULLED INTO THE BUS WHERE SHE MADE CONTACT WITH THE RIGHT SIDE OF THE BUS. THE STRAP BROKE AWAY FROM THE BACKPACK AND SHE WAS STRUCK AND RUN OVER BY THE RIGHT REAR TIRES.

THE BACKPACK WAS RUN OVER CAUSING DAMAGE TO THE LEFT SIDE SHOULDER ADJUSTMENT CLIP AND TO THE LEFT SIDE WAIST STRAP HOUSING.

ON I RECEIVED A REPORT FROM THE COUNTY OFFICE OF THE MEDICAL EXAMINER ENTITLED "REPORT OF INVESTIGATION BY MEDICAL EXAMINER" AND A "REPORT OF TOXICOLOGICAL

(PAGE #9)

NO FURTHER ACTION TAKEN.

REPORTING OFFICER :
SUPERVISOR :
ENTERED BY :

DEPARTMENT

DR

STATEMENT OF:

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

LOCATION WHEN STATEMENT GIVEN _____ TIME AND DATE OF STATEMENT _____

OUR LOCATION WHEN INCIDENT OCCURED _____

I make this statement concerning information about

I do of my own free will without any threats, promises or pressure, either expressed or implied. I understand that I can and may be subpoenaed as a witness to testify in a court of law to its contents herein.

I turned was heading south on and I turned left on . A School bus was in front of me and it stopped to let a child out. The bus stopped and put its stop sign and lights out - so I stopped and it went to let a kid out and I thought it did. I never saw the child get out of the bus but he pulled his stop sign in and started to go. All of the sudden I saw a girl underneath the bus and she came out the back end. I'm positive because she got caught underneath and the back right tire ran over her. The bus kept going for a while about 8 100 ft then stopped. I stopped my car and got out to run up to her and her shoes were thrown off - she had cuts all over her arms and her shirt was ripped and she had big tracks on her shirt.

TENESS SIGNATURE

DATE

POLICE OFFICER SIGNATURE BADGE #

DATE

POLICE DEPARTMENT

DR

STATEMENT OF:

NAME	DATE OF BIRTH	DATE
ADDRESS	TELEPHONE RESIDENCE	TELEPHONE WORK
CITY LOCATION WHEN STATEMENT GIVEN	STATE	ZIP TIME AND DATE OF STATEMENT
OUR LOCATION WHEN INCIDENT OCCURRED		

make this statement concerning information about

of my own free will without any threats, promises or pressure, either expressed or implied. I understand that I can and may be subpoenaed as a witness to testify in a court of law to its contents herein.

the bus driver got out. I thought he
 was a neighbor and he started
 screaming something about 911
 I ran up to the house where
 he was dropped off and started
 banging on the doors and windows.
 No one came out so I thought no
 one was home - I went back to
 her - and started talking to her
 She never responded
 She was breathing weird and
 looked very pale. A her sister
 came out of the house & I
 told her to call 911. So she went
 got the phone and called 911.

POLICE DEPARTMENT
CONTINUATION REPORT

BEST AVAILABLE

REPORT ID# :
DR# :
DATE :
TIME :

ON AT APPROXIMATELY HOURS I RESPONDED TO A RADIO DISPATCHED CALL F AN INJURY ACCIDENT IN THE THE REPORT WAS OF A CHILD HIT BY A VEHICLE. I ARRIVED ON SCENE AT APPROXIMATELY HOURS AND OBSERVED A STANDARD SCHOOL BUS, FACING EASTBOUND, STOPPED IN THE MIDDLE OF WITH SEVERAL PEOPLE VISIBLE, STANDING BEHIND (WEST) THE BUS. A WHITE CAR WAS STOPPED ALSO IN THE EASTBOUND LANE, JUST EAST OF THE OBSERVED PEOPLE. I STOPPED MY ASSIGNED, FULLY MARKED POLICE UNIT BEHIND THE WHITE CAR. AST OF THE WHITE VEHICLE I OBSERVED A YOUNG GIRL LYING ON HER BACK IN THE TREET. SHE WAS WEARING A WHITE BLOUSE AND A GREEN PLAID SKIRT AND APPEARED TO BE UNCONSCIOUS. A YOUNG FEMALE WAS LEANING OVER (KNEELING) HER FROM THE WEST. THIS WOMAN WAS LATER IDENTIFIED AS THE DRIVER OF THE WHITE CAR AND WITNESS TO HE ACCIDENT.

ANOTHER YOUNG WOMAN WAS STANDING BY THE GIRL'S HEAD (SOUTH) AND HOLDING A MOBIL PHONE. SHE WAS LATER IDENTIFIED AS THE VICTIM'S OLDER SISTER.

BLUE BACK PACK/BOOK BAG WAS EITHER IN HAND OR ON THE ROADWAY NEXT TO THE VICTIM'S HEAD. AN OLDER MAN IN A WHITE POLO STYLE SHIRT WAS STANDING TO THE EAST, JUST BEHIND THE SCHOOL BUS. I OBSERVED THE YOUNG GIRL AS TOLD ME THAT SHE WAS BEHIND THE BUS AND SAW THE GIRL "COME OUT FROM UNDER THE BUS" THE GIRL'S BLOUSE WAS TORN ON THE RIGHT SIDE FROM THE WAIST TO APPROXIMATELY THE RIGHT SLEEVE AREA. HER PELVIC AREA APPEARED TO BE TRAUMATIZED. HER RIGHT FOOT WAS BLEEDING. THERE WAS A THIN BLACK MARK ACROSS THE BLOUSE FROM LOWER RIGHT LEFT RIB AREA. HER EYES WERE PARTIALLY OPEN AND GLAZED. PULSE WAS WEAK AND THREADY. I REQUESTED ETA ON PARAMEDICS STATING THAT THEY WERE NEEDED NOW.

AT THIS TIME I HEARD THE SCHOOL BUS START UP AND BEGIN MOVING. I RAN AFTER THE BUS, YELLING FOR THE DRIVER TO STOP. HE DID SO, MOVING THE BUS TO THE RIGHT SIDE CURB. AT THIS TIME I SAW THAT THE OLDER MAN THAT I HAD OBSERVED STANDING BEHIND THE BUS WAS THE DRIVER AND HE LATER WAS IDENTIFIED AS

AT THIS TIME SGT AND SGT ARRIVED ON SCENE FOLLOWED BY MOTOR OFFICERS AND OFFICER TOOK CONTROL OF SCENE AND I ASSISTED WITH TRAFFIC CONTROL.

REPORTING OFFICER :
SUPERVISOR :
ENTERED BY :

POLICE DEPARTMENT
CONTINUATION REPORT

REPORT ID# :
DR# :
DATE :
TIME :

ON AT APPROXIMATELY HOURS I RESPONDED TO A REPORTED
ACCIDENT INVOLVING A SCHOOL BUS IN THE UPON MY
ARRIVAL AT THE SCENE I FOUND SGT. IN CHARGE AND DIRECTING THE
ACTIVITIES OF THE OFFICERS PRESENT. AT THIS TIME RURAL FIRE DEPARTMENT
PARAMEDICS WERE TREATING THE VICTIM AND PREPARING HER FOR TRANSPORTATION TO A
MEDICAL FACILITY.

DURING THE COURSE OF THE INVESTIGATION OF THE SCHOOL BUS IT WAS DISCOVERED THAT
THE VICTIM HAD APPARENTLY BEEN CARRYING A BACKPACK TYPE BOOK BAG AND THAT A
STRAP FROM THE BAG HAD BECOME ENTANGLED IN A HAND RAIL OF THE BUS. THIS APPEARS
TO HAVE LED DIRECTLY TO THE EVENTS THAT FOLLOWED. SOMETIME AFTER THE DISCOVERY
OF THE STRAP INSIDE THE BUS, SUBSEQUENT TO THE VICTIM BEING TRANSPORTED, AND THE
DEPARTURE OF THE MEDICAL PERSONNEL, IT WAS DISCOVERED THAT THE BOOK BAG WAS NO
LONGER IN ITS PREVIOUS LOCATION NEAR THE VICTIM. THE OFFICERS WHO HAD BEEN AT
THE SCENE WERE QUERIED AND IT WAS DETERMINED THAT THE VICTIM'S SISTER HAD PLACED
THE BAG INSIDE THE RESIDENCE AT PRIOR TO THIS TIME I HAD
TAKEN POSSESSION OF ONE OF THE VICTIM'S SHOES AND A SMALL STUFFED ANIMAL WHICH
HAD BEEN ON THE GROUND IN THE IMMEDIATE AREA, THERE WAS NO BOOK BAG IN THE AREA
AT THIS TIME. I THEN CHECKED THE RESIDENCE AND FOUND NO ONE TO BE AT HOME. SINCE
THE BOOK BAG APPEARED TO BE A MAJOR CONTRIBUTOR TO THIS ACCIDENT I CHECKED THE
HOUSE AND FOUND AN UNLOCKED DOOR LEADING FROM THE GARAGE INTO THE HOUSE. I
ENTERED THE HOME, SETTING OFF THE BURGLAR ALARM IN THE PROCESS, AND FOUND THE
BAG AND ONE SHOE ON THE FLOOR JUST INSIDE THE FRONT DOOR. BOTH ITEMS WERE
IMPOUNDED AND I ADVISED RADIO DISPATCH THAT THEY WOULD BE RECEIVING AN ALARM
CALL FROM THIS LOCATION AND THAT I HAD SET IT OFF. THE BAG, SHOES, AND STUFFED
ANIMAL WERE TURNED OVER TO SGT. THE DEPARTMENT PROPERTY CUSTODIAN, UPON
COMPLETION OF THE ON-SCENE INVESTIGATION.

REPORTING OFFICER :
SUPERVISOR :
ENTERED BY :

POLICE DEPARTMENT
CONTINUATION REPORT

BEST AVAILABLE

REPORT ID# :
DR# :
DATE :
TIME :

WHILE AT THE INTERSECTION OF AND DISPATCH REPORTED A
BUS/PEDESTRIAN ACCIDENT IN FRONT OF I IMMEDIATELY
RESPONDED AND ARRIVED AT THE SCENE AT APPROXIMATELY HOURS.

UPON MY ARRIVAL, OFFICER AND SGT. WERE PRESENT AT THE
SCENE. THE VICTIM, WAS LAYING ON THE GROUND WITH HER HEAD TO
THE EAST AND HER FEET TO THE WEST. THE VICTIM WAS APPARENTLY UNCONSCIOUS AND
HAD SEVERAL SEVERE ABRASIONS ETC. ON HER FEET, LEGS, AND ARMS.

WHILE OFFICER AND STAYED WITH THE VICTIM WAS
DISPATCHED ALONG WITH I WAS ABLE TO SUMMON THE BUS DRIVER,
IDENTIFIED AS I ASKED MR. IF ANYONE WAS WITH THE
REMAINING CHILDREN ON THE BUS AND HE STATED, "NO". AT THIS TIME I ENTERED THE
BUS AND ASCERTAINED THE EMOTIONAL CONDITION OF THE CHILDREN. ALL CHILDREN AT
THIS TIME APPEARED CALM, BUT CONFUSED. I EXPLAINED TO THEM WITHOUT GOING INTO
DETAILS THAT THE AMBULANCE WAS RESPONDING AND THAT IT WOULD BE NECESSARY FOR
THEM TO REMAIN IN THE BUS. I FURTHER ADVISED THEM THAT IT WAS IMPORTANT FOR
EACH CHILD TO REMAIN IN HIS OR HER SEAT THAT THEY WERE IN PRIOR TO THE ACCIDENT.
ALL OF THE CHILDREN WERE VERY COOPERATIVE AND RELATIVELY CALM.

AFTER SPEAKING TO THE CHILDREN I THEN RETURNED TO THE AREA OF THE VICTIM, AT
WHICH TIME HAD ARRIVED AND WAS TREATING THE VICTIM.

DURING THE TIME THE VICTIM WAS BEING TREATED AND DUE TO THE SEVERITY OF HER
INJURIES, IT WAS DETERMINED THAT MYSELF AND OFFICER WOULD FOLLOW AHEAD
OF THE AMBULANCE TO THE HOSPITAL. THIS WOULD ALLOW FOR SAFE AND EXPEDITIOUS
TRANSPORT OF THE VICTIM. AT APPROXIMATELY HOURS WE DEPARTED FROM THE SCENE
WITH THE VICTIM AND ARRIVED AT HOSPITAL/ HOURS.

UPON ARRIVING AT THE HOSPITAL THE VICTIM WAS TAKEN INTO THE TRAUMA ROOM FOR
TREATMENT. AFTER APPROXIMATELY 10-15 MINUTES DR. WHO WAS ONE OF THE
ATTENDING PHYSICIANS, EXITED THE TRAUMA ROOM AND ADVISED ME THAT THE VICTIM WAS
DECEASED.

NOTE: THE FATHER AND SISTER OF THE VICTIM HAD ARRIVED AND WERE IN THE PRIVATE
VISITING ROOM WITH THE HOSPITAL CHAPLIN.

I ASKED DR. WHAT THE EXTENT OF THE INJURIES WERE AND HE STATED SHE SUSTAINED
MASSIVE CRUSHING IN THE PELVIC AND ABDOMEN AREA CAUSING INTERNAL BLEEDING. DR.
WAS THEN GOING TO SPEAK TO THE VICTIM'S FATHER AND ADVISE HIM OF THE DEATH.

AT THIS TIME I ENTERED THE TRAUMA ROOM WHERE THE VICTIM WAS AND SPOKE TO
HEAD NURSE, AND REQUESTED THE VICTIM'S CLOTHING FOR EVIDENCE; WHICH WAS
PROVIDED. I ALSO ADVISED HER THAT I WOULD HAVE TO TAKE PICTURES OF THE VICTIM
AND SHE ADVISED ME THEY WOULD BE MOVING HER TO ANOTHER ROOM.

PAGE: 2

DET.

RESPONDED WITH THE RED TAG AND CAMERA.

PHOTOGRAPHS WERE TAKEN OF THE BODY INCLUDING ALL AREA VISIBLE WITH INJURIES.

RED TAG WAS FILLED OUT AND ATTACHED TO THE FOOT OF THE VICTIM.

THE MEDICAL EXAMINER WAS ADVISED OF THE INCIDENT AND DETAILS PROVIDED.

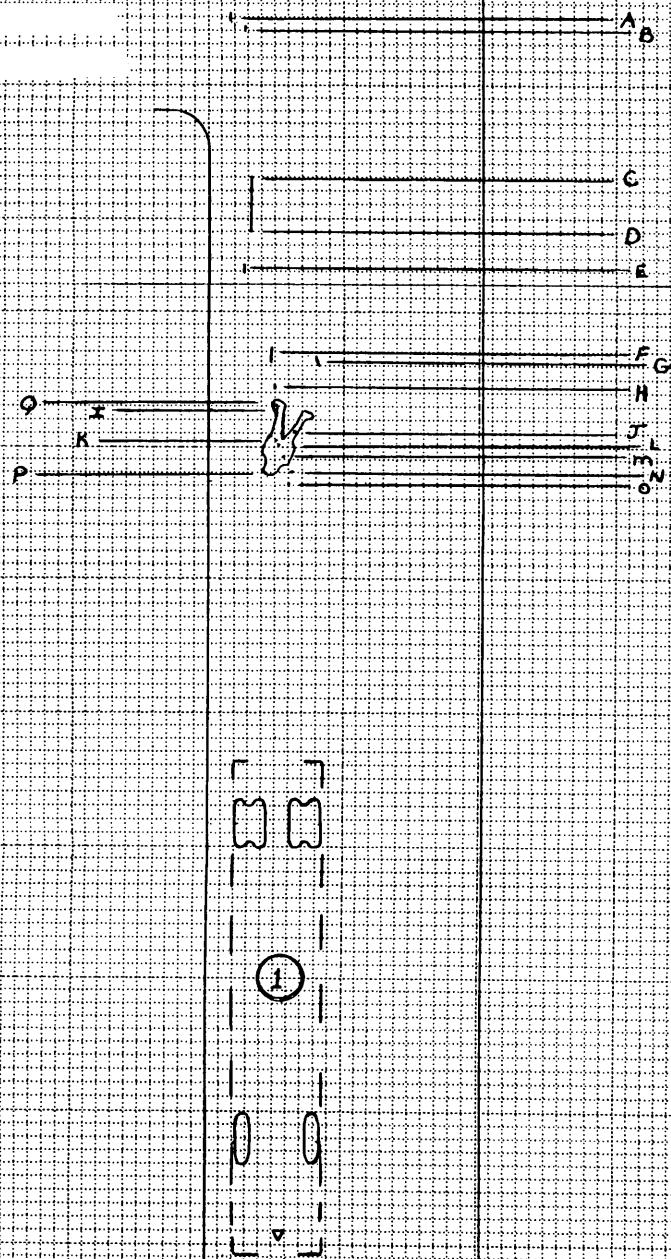
REPORTING OFFICER :
SUPERVISOR :
ENTERED BY :

BEST AVAILABLE

TRAFFIC ACCIDENT REPORT FORWARD COPY TO		YEAR DATE MONTH DAY YEAR MONTH DAY HOUR	AGENCY REPORT NUMBER	
SUPPLEMENT		REPORT ID NCIC NO. OFFICER'S ID NO. DAY OF YEAR	AGENCY USE	
		ACCIDENT DIAGRAM		<input type="checkbox"/> MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE <input checked="" type="checkbox"/> MEASUREMENTS ARE SCALED IN SCALE = 1 TO 100
		INDICATE NORTH		

BEST AVAILABLE

Driveway
entrance
to



Appendix C. Medical Examiner's Report

BEST AVAILABLE

U

COUNTY OFFICE OF THE MEDICAL EXAMINER

REPORT OF TOXICOLOGICAL EXAMINATION

Decedent:

File Number:

Date Submitted:

Report Date:

Specimens Submitted:

Right Pleural Blood

Medical Examiner:

RESULTS*:

*If results are not listed for any specimen(s), that/those specimen(s) is/are deemed to be on "HOLD"

**Assistant Chief Forensic Toxicologist
M.Sc.**

Agency:

COUNTY
MEDICAL EXAMINER

DUPLICATED REPORT OF INVESTIGATION BY MEDICAL EXAMINER

NAME: Age: 12 D.O.B. 81 Sex: F Race: C

Marital Status: SINGLE

Address: City: State: SSN: UNKNOWN

NOTIFICATION By: Agency:

TYPE OF DEATH: VIOLENT/MOTOR VEHICLE ACCIDENT/PEDESTRIAN

Address	Town/City	Type of Premises	Date	Time
Injured or Ill:		STREET		
Death Pronounced:		HOSPITAL		

Examination by Medical Examiner at

County Office of the Medical Examiner Date

Time

Description of Body
(External Physical Examination)

SIGNIFICANT FINDINGS

Rigor (Regional/Complete/Absent) FULL
Livor (Color/Distribution) DORSAL, LIGHT RED,
NON-BLANCHES
Clothing (Summarize Any) NONE

SEE AUTOPSY PROTOCOL

Teeth NATURAL, GOOD
Hair Color 15", REDDISH BROWN
Beard Moustache
Eyes BROWN-BLUE
Length 62"
Weight 108#

Pursuant to section 11-594 Arizona Revised Statutes I hereby certify that I took charge of the body described herein and that after making inquiries into the cause and manner of death and examination of the body it is my opinion that death occurred due to the cause(s) and in the manner stated.

Cause Of Death BLUNT FORCE INJURIES

Autopsy (Y/N): Y

Manner Of Death ACCIDENT

Toxicology (Y/N): Y
(HOLD)

MEDICAL EXAMINER

Appendix D. Newspaper Articles

Heading #1

Search:

GIRL DIES AFTER BEING DRAGGED UNDER SCHOOL *BUS*

By:

Edition: State Section: Front Page: A1
Word Count: 271

TEXT:

A 12-year-old girl getting off a school *bus* in front of her home was killed afternoon when she was dragged under the vehicle's wheels.

"A strap from her book bag caught on the handrail, the door closed, the *bus* started, she was run over by the rear wheels," said of the Police Department.

The girl, whose name was being withheld pending notification of her mother, was dragged 10 to 15 feet before falling under the wheels. The driver stopped when he felt a bump, said.

About 30 other children from Our School in were on the bus at p.m., when the accident occurred in the The pupils taken back to the school for counseling.

said her 12-year-old daughter, saw the accident.

"My daughter came out here, and all you saw were her legs and her uniform," said of the victim. came back and said, 'I think she has a broken leg.' Then we found out she died. It's really sad. It's just a tragedy.

"Drive-by shootings are one thing, but a school bus? How does a 12-year-old get run over by a bus? It's just a tragedy."

The driver, 75, was taken to the police station for standard drug and alcohol screening. said that there was "absolutely no indication that there's any alcohol involved."

The girl's father and sister were at home nearby. Her mother was out of town on a trip.

DESCRIPTORS: CHILD; SCHOOL; ACCIDENT; DEATH

Heading #2

GIRL DIES AFTER BEING DRAGGED UNDER SCHOOL *BUS*

By:

Edition: Final Chaser Section: Front Page: A1
Word Count: 558

TEXT:

A 12-year-old girl getting off a school *bus* in front of her home was killed afternoon when she was dragged under the

vehicle's wheels.

"A strap from her book bag caught on the handrail, the door closed, the *bus* started, she was pulled under and run over by the rear wheels," said Police Department.

The girl, whose name was withheld pending notification of her mother, was dragged 10 to 15 feet before falling under the wheels. The driver stopped when he felt a bump, said.

The girl died of severe internal injuries while being transported to Hospital- said a spokeswoman for the Fire Department.

Her father, 16-year-old sister and 6-year-old brother were at home nearby. Her mother was out of town on a trip.

About 30 other children from Our School in were on the bus at p.m., when the accident occurred in the

The pupils on the bus were taken back to the school for counseling. Additional counseling for all pupils and staff will be provided today, and a prayer service also will be held.

"It's like losing someone in your family," said the pastor of Church, which is on the same grounds as the school.

"We have great sympathy for all those that were affected by this accident. It's a terrible tragedy for the school and the church community."

The girl was in seventh grade at the school, which serves 540 children in kindergarten through eighth grade. She had attended the school since kindergarten.

said her 12-year-old daughter, saw the accident.

"My daughter came out here, and all she saw were her legs and her said of the victim. came back and said, 'I think she has a broken leg.' Then we found out she died. It's really sad. It's just a tragedy."

"Drive-by shootings are one thing, but a school bus? How does a 12-year-old get run over by a bus? It's just a tragedy."

The driver, 75, was taken to the police station for standard drug and alcohol screening said that there was "absolutely no indication that there's any alcohol involved."

"He's destroyed by this," said of . "He's one of our best drivers. The kids loved him. The parents loved him. He knows those kids like they're his own kids."

had been driving for the school for about five years without any problems, Healy said. He had undergone a physical examination in and had been recertified to drive a bus every year, as required by school policy.

The accident is the third in about three months in the involving children crushed by buses.

On was run over by a
bus shortly after he and his mother stepped off it.

On fell from her bicycle into the street and
was crushed by a bus.

accident was a first for the school.

"This has never happened," said. "It's just a tragic accident."

DESCRIPTORS: CHILD; SCHOOL; TRANSPORTATION; ACCIDENT; DEATH

DO-
lice
investigates
an accident that
killed a 12-year-old
girl

a stu-
dent from

School,
was dragged under
a school bus when
her backpack strap
caught in the door,
police said. The
school had sched-
uled a
ice today for



■ ACCIDENT

shock after the [redacted] accident,
police said.

The commotion seemed out of
place on the peaceful street in the
shadow of [redacted]
near [redacted] and [redacted]

Hours after the accident, the
school bus was still parked outside
the house in the [redacted]

[redacted] as grieving
relatives and friends began to
arrive at the home.

[redacted] relatives declined to
discuss the accident.

It was the third time in recent
months that a child died under the
wheels of a bus.

[redacted] was killed
[redacted] after he fell into the street
and was run over by the rear
wheels of a [redacted] transit bus.

[redacted] sibling and
his mother had just gotten off the
bus near [redacted] and [redacted]

[redacted] died [redacted]
when she fell off a bicycle onto
busy [redacted]. She was
crushed under a [redacted] city bus
on the first day of [redacted]
from school.

Like the other incidents, people
[redacted] kept asking why.

"It's a terrible tragedy, a very
emotional time for all of us,"
[redacted] spokeswoman
of the [redacted]

"It's so sad for the child and her
family, the driver and his family,
for all the children in the school.
How do you explain something like
this?"

From A1

The driver was identified as
[redacted] 75.

Police and bus accident specialists
for the Department of Public
Safety said there is no indication
the driver or the bus contributed
to the accident.

"I haven't seen anything like
this. This is a first," said
[redacted] a supervisor of the
school bus enforcement unit,
which inspected the bus.

For [redacted] police offi-
cers, it brought back painful mem-
ories of another tragedy several
years ago when a student was
killed after stepping off a bus.

"It's the second one we've had,"
[redacted] said. "It doesn't get eas-
ier."

Friends mourn [redacted] girl dragged to death leaving school bus

Backpack strap caught on door; prayer service set

ently got stuck in the bus door.

"She was dragged for maybe 10 feet until
the strap broke. She fell and was run over
by the bus," [redacted] police Lt.
[redacted] said.

"The driver didn't know until he felt the
bump."

A prayer service will be held today for

At the time of the accident, about 30
other children were on the school bus.

The children remained calm but were in

See ■ ACCIDENT, Page A7

Classmates grieve for bus victim

Classmates of a 12-year-old girl who was killed as she stepped from her school bus were struggling to make sense of the tragedy.

was run over afternoon in front of her home after the strap on her book bag snagged on a bus handrail and she was dragged under the rear wheels. The accident was witnessed by about 30 pupils on the bus from

"It's hard for the youngest children to understand what has happened," said the

which is on the same grounds as the school.

"We're all going through a grieving process together. We had counselors and teachers and parents working with the children this morning, and we think they'll be all right."

A funeral is scheduled for a.m. at the church.

The driver of the bus, 75, of was not cited by police. He told officers he thought was safely out of the bus

told us when he saw step to the ground. he closed the door and proceeded eastbound on said.

— See CLASSMATES, page B2

Classmates grieve for girl killed in bus accident

— CLASSMATES, from page B1

who has driven for the school about five years, had successfully completed a 20-hour training program run by the Department of Public Safety for bus drivers, and authorities say he has no traffic citations. He was recertified in and passed physicals in and . The physicals, required annually, include hearing, vision and reflex tests.

spokesman, said age is not a factor in certifying bus drivers.

"Everybody's abilities are different," he said. "You can have people in their 40s that aren't capable of driving a bus. You have others in their 70s who are very capable."

said police "intend to interview all the children and investigate every aspect of what happened," then forward the findings to the County Attorney's Office for consid-

eration of charges.

morning, classmates attended a service where their teachers, and many parents joined in prayer for her.

said his heart aches for the family which lives in the

is survived by her parents, and a sister and brother,

"It's hard for everyone, of course, but we're particularly sorry for the

family," he said. "Our deepest sympathies are extended to them."

The accident was the second fatality in recent years in involving a school bus driven by an elderly person.

On 10, was struck and killed by a bus after losing control of his bicycle near The 72-year-old driver was cleared of wrongdoing.